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CYCLE NEWS

WEST

Volume XVII : Number 15 : April 23, 1980

85c

Sacramento Mile

Team Jesus triumphs, Team Honda joins V-twin trend

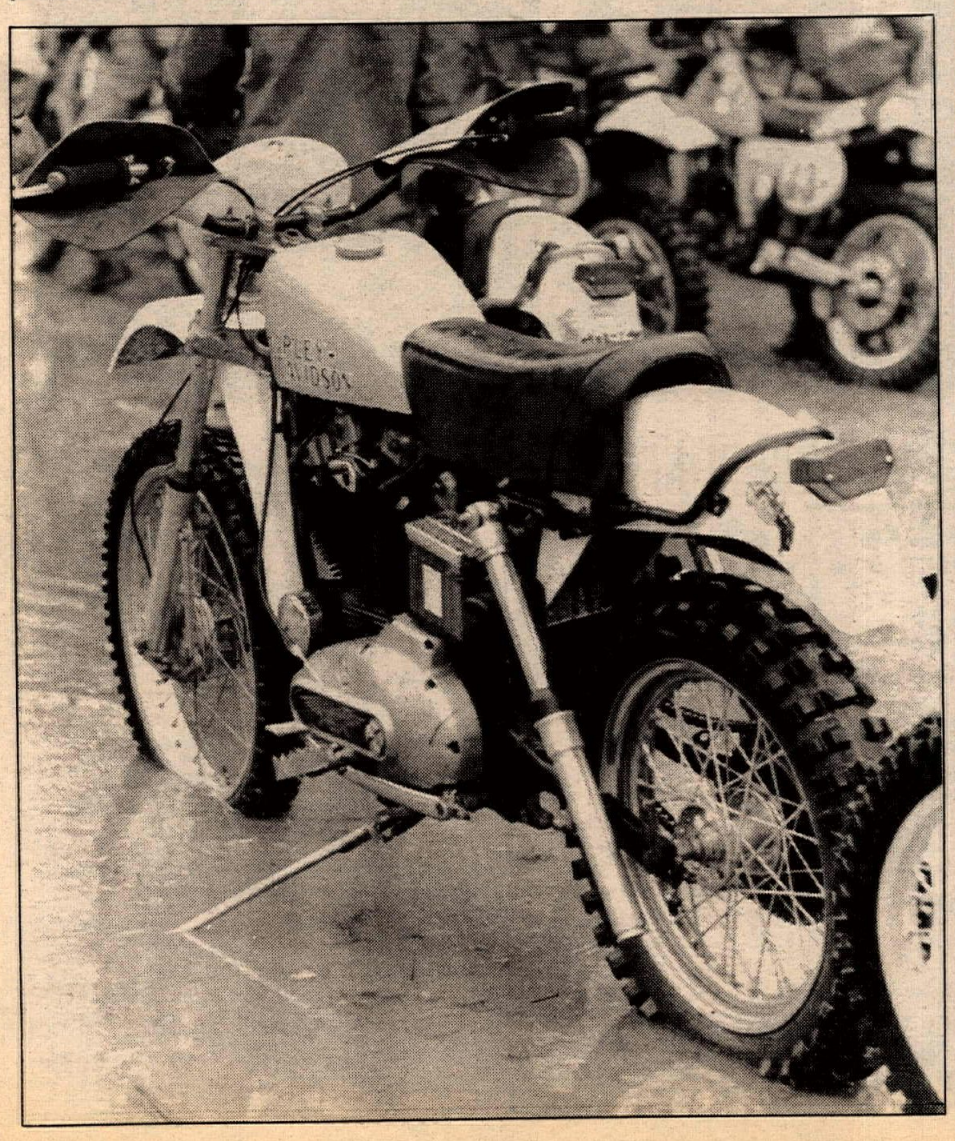
Torturous Tecate

Team USA routs the redcoats

Only nine Golds rise from Alabama mire

Warren Reid: Mean green and on the gas!

(Above) Ed Lojak survived the rain, winning overall by nine seconds (points). (Below) How often do you see a Harley V-twin at a Two-Day?



In his first Team Husky ride, Frank Gallo won the Open I/A class.

AMA/ISDT Qualifier Series: Round two

Lojak leads Alabama Two-Day survivors

By Gary Van Voorhis

MAPLESVILLE, AL, APR. 12-13

Ed Lojak led a field of 34 survivors out of a 300-plus rider starting field to post the best individual score in the Perry Mountain M.C. organized Alabama Two-Day. Husqvarna-mounted Lojak held off Frank Gallo — in his first ride for Team Husky — by nine points (seconds) 1505 to 1514. Gallo took the Open division win in the combined Letter of Intent and A class while Lojak was the 250cc I/A winner. Yamaha's Ron Ribolzi took the 175cc I/A class.

There were no 125cc I/A finishers and no B class riders finished Day One. In all, nine gold medals were earned, starting with Lojak and Gallo followed by KTM's new star Frank Stacy, with Maico rider Steve Van Watermeulen and Yamaha-mounted Rick Munyon rounding out the top five. Mike Melton, aboard a Husky, placed sixth overall trailed by Ribolzi, KTM's Rod Bush and Suzuki's Mike Rosso to round out the gold rush.

Unrelenting rain turned Alabama red clay into slick, no traction grease on the trails, making hills which would have been easily passable in dry conditions, formidable roadblocks for one and all. Pasture land that was part of the special test became a quagmire.

Planning on mostly dry weather when organizing the event, the Perry Mountain M.C. opted to start Open class bikes first with descending order to the one-two-fives. That backfired and Open bikes churned up a sea of mud and ruts that left the smaller bikes struggling.

Perhaps the most telling remark of the event came from a farmer observing the final test in a steady downpour on Day Two. He turned to Mike Rosso, who had finished his run, and asked, "You boys sure do love this, don't you?" "It's my job," said Rosso. The farmer shook his head.

Day One

Rain had fallen steadily from mid-afternoon on Friday and by 7 a.m. key time the impound area was partially covered by a ruddy colored sea of swirling water. Lightning accompanied by the rumble of thunder did little to make those who had second thoughts about starting less doubtful. By the end of Day One over 260 of those with doubts and a good many of those without would be spectating or drying out.

The slowest of three time schedules was used and club members were in

(Continued to page 18)

THE NATIONAL PAPERS

It looked like a total deadlock/loss just a few months ago, but where there is a will, apparently there is also a way.

After much talk about running 500cc singles in dirt competition this year against restricted 750s, the idea was dropped, or at least tucked away, swept under the rug, or forgotten about. But not by everybody.

The mark of a good promoter is to promote something that interests paying spectators. It looks like we still have some of those around.

I was informed last week that J.C. Agajanian will host a 500cc Invitational at both of his National half miles at Ascot in May and October. I also understand that Don Brymer will do the same at his July 5 National half mile at Topeka, KS.

What is a 500cc Invitational? (1.) The rider must be invited by the promoter (2.) The rider has to be an Expert or a Junior (3.) It has to be a 500cc four-stroke single cylinder and any brand that fits this qualifies.

It also means that an Expert, if invited, can enter both the National (on his 750cc?) and also compete in the Invitational on a 500cc.

The first round, on Saturday night, May 10 at Ascot, will be officially sponsored by American Honda.

To date we have seen numerous Honda and Yamaha 500cc singles running at Houston and Ascot. Some ran last season at the San Jose mile in the Invitational Junior event as well.

Honda has Mickey Fay and Jeff Haney under a contract and Yamaha has Rick Hocking and Jim Filice. Honda has Freddie Spencer as well.

With Honda and Yamaha both floating numerous 500s around this year and hiring tuners such as Mert Lawwill (Yamaha) and Jerry Griffith (Honda) to keep them going it shows that they are serious about the whole thing.

What went through my mind when I first heard about it was that Ascot was the home for many years for the BSA 500 Gold Star. Long after they stopped making money at other tracks they were still doing well in Gardena.

The end came at Ascot for the Gold Stars at the Fall National in '69 — but three of them qualified for the final and one was edged out of third place out of the last turn.

The point is that several California tuners loved their Gold Stars like a son — and still have them setting around.

The Gold Star had years of development behind it and I have often wondered if Honda or Yamaha ever took the time to check out all the research that has gone into them? It sure would save a lot of time.

Now just suppose that one or more of those fast Ascot Gold Stars is brought out of the mothballs for May 10 and ridden by a proven Expert or Junior? I don't think it is too far-fetched.

Most of the fast riders today did not have a chance to ever race one of them. It was proven that they were fast and handled well, perhaps better than any other brand or model from the mid-50s through the end of the 60s.

More than one rider jumped off of a Harley or a Triumph and immediately

(Continued to page 19)

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Ted Leimbach was held to a bronze medal showing.

(Continued from page 16)

the woods at dawn rerouting areas where problems were likely to occur. The special test had also been altered to eliminate the flooded areas. By the time the second special test was run, all low ground had been eliminated, making it an approximately two mile run through a watermelon field and pine trees bordering the field/pasture.

"It will be a test of survival," noted Dane Leimbach. Starting from the 46th row astride a Kawasaki 125cc, Leimbsch knew what he was talking about. He crashed, injuring his left arm, and withdrew. The same maladies plagued everyone: Stretched or thrown chains, front and rear brakes that didn't work, carbs that sucked in grit, grit in throttle cables and slides and rear sprocket teeth that wore away to nubs. No rider was immune although a few, like Lojak, Gallo and Stacy said their day was basically trouble free.

By the third of three gas stops it was evident that there would be few finishers at the end of the day. Riders helped each other get unstuck. Coming into gas three Larry Roeseler got in a deep mudhole. Gallo, right behind, saw his problem and back-tracked to help him out so Rosseler would stay on time.

Greg Davis, 125cc class winner in Tennessee, and Dan Dillon did the same. "We helped each other up hills trying to make it back to impound before houring out," said Davis. "We almost made it."

The atmosphere at the final check before impound was charged as everyone checked watches and official time against when their rider was due. It was bitter disappointment for Roeseler as he got to the check no more than 10 seconds out of his grace period — add 60 points.

Being a checker turned out to be a dangerous job as most, if not all, incoming riders had little or no brakes left. Vic Ely scattered people everywhere with his lay-it-down-and-slide-into-impound charge.

"The trail was ridable if you picked the right lines," said a smiling Frank Stacy. "I had a good time." Gallo was grinning and brimming over with confidence about his first ride for Husky. "No problems," said Frank. Lojak agreed it was a good day.

The run for overall was between Lojak and Gallo with Lojak holding an 11 second advantage. Rick Munyon was third 17 seconds farther back. Ron Riblozi held a 39 second lead over Rod Bush for the 175cc lead.

Day Two

An entire new loop (run twice) had been arrowed with the special test still limited to high ground and a final test area staked out in a new field.

Key time came and so did rain. "Somebody up there evidently doesn't like us," mumbled one rider, half soaked before even starting.

Gallo had a time consuming spill on the special test which cost him 10 seconds. Lojak held steady and went into the final test with 21 seconds in hand.

Gallo wailed around the one mile final test. It was run MX style with eight (or less) riders in five heats. Gallo, pitted against Van Watermeulen, led the Maico rider to the finish as the pair turned the fastest times of the day with Gallo at 303 seconds.

Lojak won his heat turning in a 315 time which was good enough for a nine second advantage over Gallo in total time and his first overall win in Two-Day competition. Lojak garnered a silver medal in the 1979 ISDT while riding with a broken collarbone.

"I had no problems," said Lojak who rides out of Lojak Cycle in Tarrentum, PA. "My forearms tightened up a bit at the end, but that was all."

"I'm happy," said Gallo. "It was a close event and that's what it's about. "Sure, the conditions were bad. If you want to ride the ISDT then this was a good test to see if you've got what it takes. Luckily, it was rather warm because if it had been colder and the wind was blowing we would have all frozen."

"Mike (Rosso) got me in Tennessee. I paid him back here," said 175cc winner Ron Ribolzi. "It's going to be an interesting series."

"We learned a lot," said Tommy Seales of Perry Mountain M.C. "Wait until next year."

Results

BEST I/A SCORE: 1. Ed Lojak (Hus) 1505.

175cc I/A: 1. Ron Ribolzi (Yam) 1642; 2. Rod Bush (KTM) 1691; 3. Mike Rosso (Suz) 1778.

BRONZE: 1. Bill Berroth (KTM); 2. Matt Collins (Yam); 3. Mark Hyde (Kaw); 4. James Stevens (Yam).

250cc I/A: 1. Ed Lojak (Hus) 1505; 2. Frank Stacy (KTM) 1566; 3. Rick Munyon (Yam) 1576; 4. Mike Melton (Hus) 1595.

SILVER: 1. John Fero (Yam); 2. Jeff Fredette (Suz); 3. Kevin Piasecki (KTM); 4. Barry Avery (C-A); 5. Alan Zita (Hus); 6. Ron LaMastus (KTM); 7. Tom Buckles (KTM); 8. Darryl Kuenzer (KTM).

BRONZE: 1. Drew Smith (Suz); 2. Teddy Leimbach (Kaw); 3. Hans Raidel (KTM); Rich Jung (KTM); Jack Kimura (Yam).

OPEN I/A: 1. Frank Gallo (Hus) 1514; 2. Steve Van Watermeulein (Mai) 1572.

SILVER: 1. Frank Piasecki (KTM); 2. Joe Lojak (Hus); 3. Jerry Harris (Kaw); 4. Larry Roeseler (Yam).

BRONZE: 1. J.C. Hueston (Hus); 2. Kevin Lavoie (Kaw); 3. Gary Chaplin (Hus); 4. Carl Altier (KTM).

(Above) Larry Roeseler had his troubles, carding a silver medal.
(Below) Mike Rosso earned a gold, finishing third in the 175cc I/A class.

National Papers

(Continued from page 17)

won on a BSA. Going the other direction was far more difficult.

If ever a race track was made for a specific bike it was Ascot and the Gold Star. I think that C.R. Axtell and Dick Kelm saved at least one each. Kelm was the owner/sponsor/mechanic that put all three of his into that long-ago 1969 National main event.

It would not look good for a motorcycle that has not been made for over 20 years to come out and blow off the new stuff — but it sure would make it interesting if a few show up for the 10th.

With the interest shown already, it goes without saying that the entries will have to be limited so riders and owners who have knowledge of these 500cc single four-strokers should contact Agajanian race headquarters at 213/321-5323 as time is short.

Hats off to Aggie, Don Brymer and American Honda for figuring out a way to give a lot of people at least a limited look at what they have been talking about and asking for for some time now.

In wrapping this up wouldn't it be nice, at least on the 10th, to have as many former Ascot 500cc winners on hand to watch this event and be acknowledged. It's a staggering list but it could be done.

It is only proper that it all starts in the Gardena area once again. The Gold Star was introduced to oval track racing in the mid-50s by Al Gunter and George Everett. The track was the old Gardena Speedway, located on Western Ave., about three miles from where Ascot is located today.

The Invitational is open to a total of 20 riders of which the fastest dozen will actually compete in the special 10-lap race. Call now. ●

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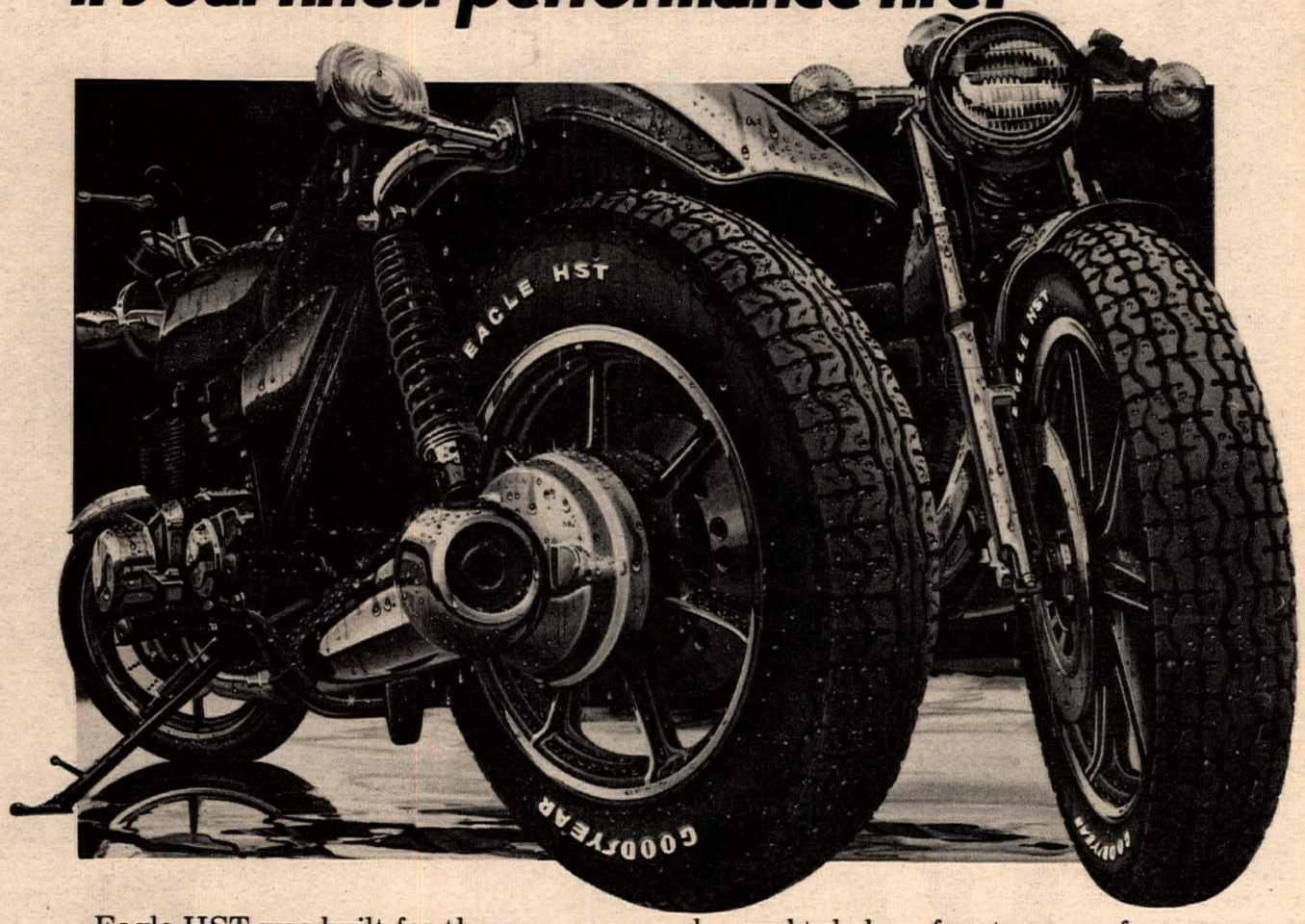

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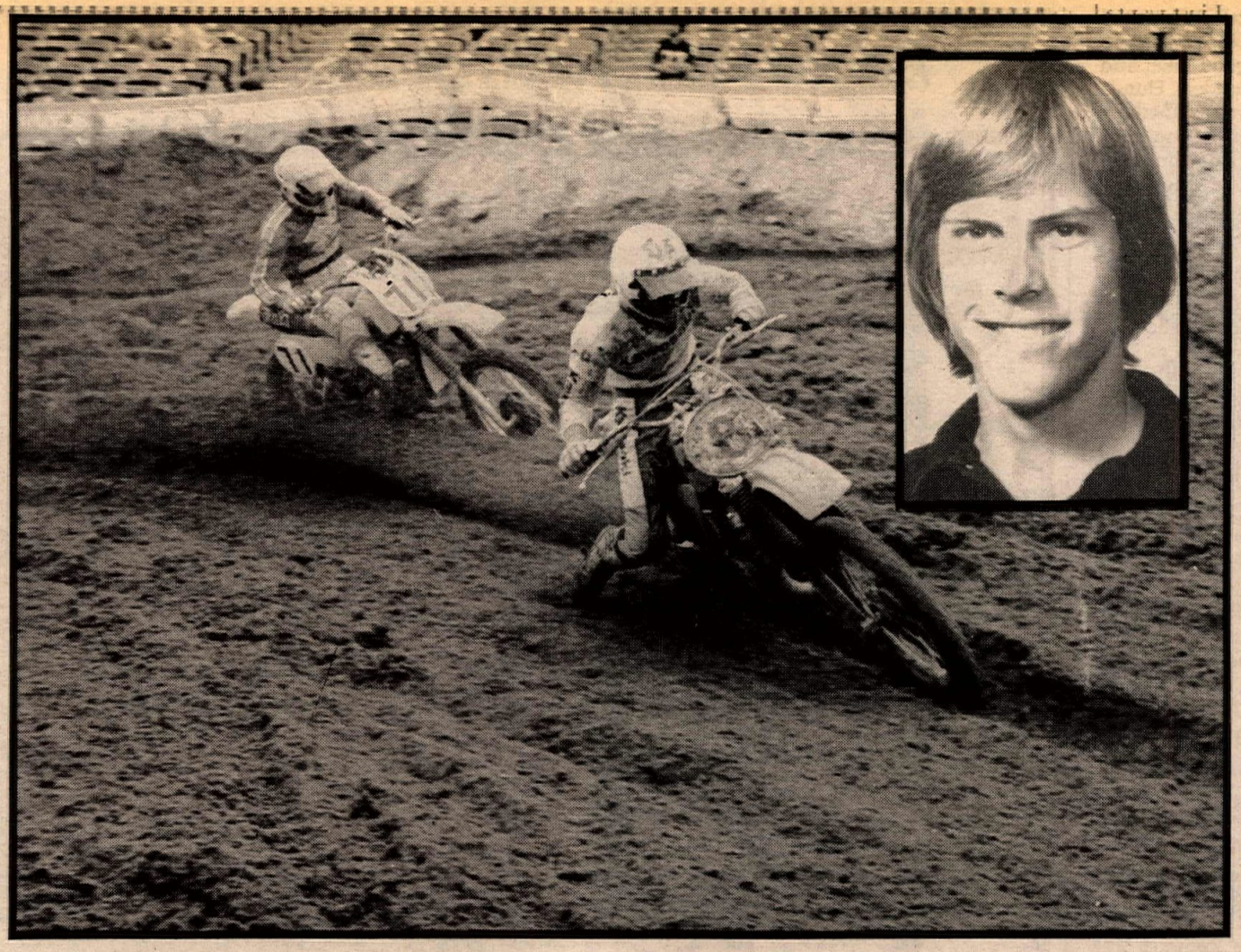


Warren Reid

Mean green and on the gas

By Terry Whytal
Photo by Mark Kariya

One of the fastest rising stars in the motocross world today is 21-year-old Warren Reid. In three years of racing in the AMA 125cc MX Nationals he has often been overshadowed by Broc Glover and Mark Barnett, but still remained a threat to the crown with consistent top five finishes.

Occasionally Warren has shown signs of true brilliance as with his series win in the Trans-AMA support class in '78 and near victory at the Anaheim Supercross in '79. Two weeks after Anaheim, Reid dazzled the spectators and ABC cameras at the inaugural Superbikers race, leading much of the event before falling and finishing fifth against some of the best riders in the world.

The beginning of the 1980 season found Reid carding several placings in the top four in Supercross competition, as well as a third and a fourth in the first two 250cc Nationals of the season.

Since the early days of his career Reid has been mounted on Hondas and most fans associated the bright red machines with the lanky southern California rider. So it was with considerable surprise that the motorcycling community received word that Reid would be competing in 1980 on board a Kawasaki Uni-Traker. Rumors flew about but Honda would say little and Kawasaki kept a low profile.

With talk about lawsuits, contract obligations and bad feelings circulating, we thought it best to get Warren's side of the story. What Reid told us was more than just a tale of changing loyalties, because it provided us with a better insight into the relationship between the factory and its riders.

Why did you decide to leave Honda?
Let me say right away that I never had any problems with Honda management in all the years I was there. Things were always really good with them.

But every fall they would say they were coming out with new bikes for the next year and they would be very good. But by the time we got them it would be too late to test for the Nationals or any of the big races and they wouldn't be quite good enough. We'd work really hard on them but by the time we got them right it would be the end of the season.

Why did you decide on Kawasaki?
Well the Kawasakis seemed pretty nice. They had most of the development work done and they were running really fast and things over there looked good.

When did you first make the decision to ride for Kawasaki?
I went to talk to Kawasaki back in September and they showed an interest in me. I said I didn't just want to ride 125s and they said they would check on the 250cc or Open class for me. During the entire Trans-USA I didn't hear from them so I figured they weren't interested enough.

So you began negotiations at Honda...
After the Trans-USA Honda had me come in and talk about signing a contract. I went, and everything sounded pretty good and the money was right. They have five parts to their contract and I signed three of them and we were going to work out the details on the other two.

So I went home and guess who calls? Steve Johnson, the team manager from Kawasaki and he said they'd like to work something out. He asked me if I had signed with Honda and I told him I was pretty much committed but I didn't mention that I had signed three parts of the contract. Johnson said to think it over during the weekend.

What made you change your mind about Honda?
Well Johnson told me everything they had to offer and it was a pretty good deal and I thought they were more stable than the offers from Honda. They said their new bikes would be ready by December and it didn't really need much development — already a proven winner. I talked things over with some friends and other people and weighed all the decisions.

I called Johnson back and said that I would like to sign with Kawasaki but I already signed three parts of the Honda contact. I didn't know if I could cancel the contract before it started or go to court or something.

So you went to Honda to talk?
Yeah I called up Gunnar (Lindstrom, Honda's Team manager) and he said to come in and talk. I told him everything and he was pretty mad. He couldn't figure out why I wanted to leave and he thought it was pretty bad to partially sign with them and then try to get out of it.

I really could see his point and I felt bad but I figured I had to look out for myself. I knew I was taking a chance on bowing out on something I said I would do and making myself look bad, but I thought it was best.

I figured if for three years I had failed to come through with any good results they wouldn't have hesitated to fire me. There wouldn't be any loyalty from them because they had to look at it as a company and I figure I have to look at myself as a company, too. They gave me a good start and got me going as a Pro, but the bikes were never right and I have to look out for my career.

At the Anaheim Stadium race there was some confusion over who you were riding for.
Naturally Kawasaki wanted me to ride for them but I wanted to finish out the

season riding for Honda. I just wanted the same bike I had been riding in Supercross all year, my good bike, and the supplies and parts I needed. Honda said no, they wouldn't give me anything because of what happened and they didn't even want me to ride the race.

I asked why wouldn't they just release me from the contract. Honda said I had to honor my contract till the end of the year but I couldn't ride Anaheim because when I signed last year it wasn't in the contract for them to supply me with bikes for Anaheim. I don't even think they wanted to hire me for '79 'cause they had different management when I signed, and the only reason they kept me on was because I won the Trans-AMA Support class and they were paying me such a small salary they could get by cheap.

What bike did you finally ride at Anaheim?

My practice bike. It had about the same frame as the stadium bikes but it was pretty thrashed. I called up Cliff Lett from Toomey Racing and asked him if he would help me work on my bike and make it a little faster. One of the guys at Kawasaki lent me some KYB shocks he had built but they didn't work right and I wound up using the stock shocks.

Are there hard feelings between you and Honda?

Not between me and (race director) Dennis McKay because I think he understands why I changed but I know he's kinda disappointed in the way it had to happen. But he knows I was having trouble with the bikes and I just wanted to race and not have to worry about the bikes.

I don't know how the people higher up at Honda feel but they threatened to sue me if I rode the Superbikers at Carlsbad, and somebody told the *L.A. Times* that I had been dropped and that kinda bothers me. I'm not really mad at them but I didn't get paid for November and that's one of the reasons I rode the Superbikers. My contract said I would be paid ten thousand dollars for the year and I was supposed to get it in regular payments. Maybe the payment is late but it's never been this late before. *(Reid received the money after this interview was conducted... Editor.)*

What happened at the Superbikers?

Well I really wanted to ride the Kawasaki and start racing on it to feel what it's like in competition. Honda came to me and said they would sue if I rode the race on a Kawasaki but I figured I wasn't paid for the whole year and I was only contracted to Honda to ride the 125s. Besides, it says in the contracts that when they ask for the bikes back it's a notification that you're done with your job.

Anyway I'm glad I rode the Superbikers — the Kawasakis were really fast and it was kinda fun riding on the pavement. I really wanted to win but I just ran out of tread when I pitched the bike sideways trying to pass Howerton. After I fell I was trying to get back in the race and everyone was pulling me off the track and being all concerned. I didn't really get hurt except my tailbone hurt for a couple days.

What do you think will be some of the differences in 1980 with Kawasaki?

Well the Kawasakis are working pretty well right now and we won't have to do much but just get everything dialed in and set up right. Maybe test some new tires and small stuff like that. Those guys at Honda are going to be doing a lot of work to develop them all year. Honda is always working on big stuff like complete shock absorbers, frame geometry and other major things.

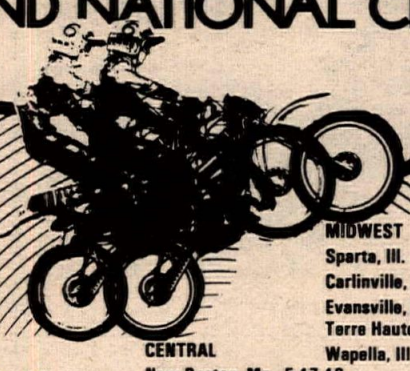
Last year we would get the bikes maybe a week before we had to be someplace like Ohio. We'd drive all

(Continued to page 23)

YAMAHA MOTOCROSS 1980

NMA NATIONAL MOTOSPORT ASSOCIATION

GRAND NATIONAL CHAMPIONSHIP SERIES



NORTHWEST
Castle Rock, Wa. 4-27
Davenport, Wa. 5-3
Woodland, Wa. 5-17
Mabton, Wa. 6-29

WESTERN #2
Huron, Ca. 5-4
Tulare, Ca. 5-11
Fremont, Ca. 5-25
Little Okie, Ca. 5-31
Prairie City, Ca. 6-8

WESTERN #1
Las Vegas, Nev. 5-24-25
Valencia, Ca. 6-8
DeAnza, Ca. 6-22
Adelanto, Ca. 6-28-29
Barona Oaks, Ca. 7-5-6
Saddleback, Ca. 7-13

ARIZONA
Tucson 5-24
Tucson 5-25
El Paso 6-14
Tucson 6-21

ROCKY MTN.
Colo. Springs, Co. 6-7
Colo. Springs, Co. 6-8
Berthoud, Co. 6-22
Salt Lake, Ut. 7-19
Salt Lake, Ut. 7-20

SOUTHWEST
Gallup, NM. 5-18
Farmington, NM. 6-1
Gallup, NM. 6-15
Clovis, NM. 6-22

CENTRAL
New Boston, Mo. 5-17-18
Omaha, Neb. 5-24-25
Kansas City, Mo. 6-7-8
Junction City, Ka. 6-21-22

GRAND NATIONAL CHAMPIONSHIP
PONCA CITY OKLA.
AUGUST 6-10

TEXAS
Houston 4-19-20
Beaumont 5-10-11
Wolf Creek 5-31/6-1
San Antonio 6-21-22
Abilene 7-5-6
Houston 7-12-13

MIDWEST
Sparta, Ill. 5-17-18
Carlinville, Ill. 5-31/6-1
Evansville, Ind. 6-14-15
Terre Haute, Ind. 6-21-22
Wapella, Ill. 7-5-6

EASTERN
Haspin Acres, Ind. 4-27
Haspin Acres, Ind. 5-18
Haspin Acres, Ind. 6-1
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Riders leave the start of CRC's Tenderfoot enduro.

Balentine/Clark winners at Viewfinders team race

By Joyce May

LUCERNE VALLEY, CA, APR. 5

After the dust cleared and the tempers calmed, the Mojave/Palmdale team of Bob Balentine and Terry Clark were declared the official winners of the Easter Saturday team race hosted by the Viewfinders M.C. Because of an error in judgement made earlier in the race by Chuck Miller who had teamed up with Bruce Ogilvie in the 250cc class, the sponsoring club was faced with a decision at the end of the race as to whether the overall winners of the race, the Ogilvie/Miller team, should be disqualified or not.

Dan Smith, who had teamed with Mike Mulconery, took the lead for the first time and held it past check one. Balentine, riding the first loop, was cruising his usual, casual manner and had moved up from third or fourth at the bomb to only a short breath behind Smith. The Ken Upp/Scott Postma team (second at the bomb) was in the third spot while hard-charging Bruce Ogilvie had moved up from 10th at the bomb to fourth.

The team of Randy Brown and Eldin Prine was fifth. First Ironman rider, Dan Ashcraft, was next followed by another Ironman, Bill Saltzman. Howard McCasland (who had teamed with Ed Zarp), was in the eighth spot followed by the Chris Austin/Chuck Stearns team and Ironman Lee Scheffers.

First gal through was Trudy Beck who was riding as Ironlady.

The first four Novices came into first check quite close together and were led by the Murray Kapke/Steve Padilla team. Following were the Paul Baxter/P. Palmer team, the Rod Hawkins/Ken Hansing team, and the Mike Wolinger/Gary Wilson team.

The first Beginner team of George Travieso/Jim Pinkerton had a nice lead over the rest of the Beginners. The next Beginner team through check one was Scott Fisk/Don Bonar followed by Mike Ponn/Andy Dale and Brian Meyette/Harold Waterfield.

Off the first 28 mile loop Balentine had moved into the first spot and had a short lead built up. Clark took over and headed out through home check, up over the hill and then hung a left down the whoop-dees back to the start area and out to the bomb. As Clark headed across the flats towards the bomb he saw a whisp of dust ahead of him. "How can this be?" he thought to himself. As he got into a narrow wash he could see that it was Miller ahead of him.

Ogilvie had come into the pits in the second spot and had turned the bandolier over to his partner. Miller headed through home check, and then, in his effort to catch the leader, did not realize that the course went up over the hill before it headed back past the start area and to the bomb. Instead he skirted the bottom of the hills and headed right for the bomb.

Mulconery was the next through home check, followed by Ashcraft, the Braun/Prine team, Saltzman, the Austin/Stearns team and Ed Zarp of the McCasland/Zarp team. Zarp had seen Miller's dust, and so he too made the mistake of going around the bottom of the mountain to the start area.

The C bike team of Cliff Thomas and Kevin Hopkins had now moved into the top 10.

Novice Ironman Rick Sowma had moved through the ranks from eighth Novice at the first check, to the Novice lead which he had extended to a respectable length.

The Beginner group was led by the Meyette/Waterfield team and followed by the C team of Gary Graef and Guy Gowdy and the Fisk/Bonar team.

Onto the first lap of the second loop was Ogilvie, with a slight lead over Balentine. The D. Smith/Mulconery team still held the third spot while Austin and Stearns had moved into the fourth slot. Ironman Ashcraft had dropped into fifth while the Zarp/McCasland combo took their home check in the sixth slot followed by the Thomas/Hopkins pair, who had (even though plagued with a flat) now moved into seventh overall. Rounding out the top 10 were the Upp/Postma team, Ironman Lee Scheffers, and Ironman Saltzman.

The Novice lead had now moved to the Baxter/Palmer team. They had stretched their lead to where they could breathe a little easier. In the second Novice slot was the Hawkins/Hansing team followed by the Mike Boling/John Reed duo who had moved up to third from the eighth slot. The Ray Conway and Russ Kurisu combo had moved from seventh to fourth.

Off the second turn of the first loop came the Beginners class led by the Gilpin 250cc duo (Jim and Jerry). They had moved up from fourth overall Beginners to the lead. The Traviesa/Pinkerton team (250cc) earned second and were followed by the C team of Graef and Gowdy.

Ironman Novice Trailbiker Robert Smith was the next to take the checkered, followed by Beginner Ironman Tony Mauejunas (C) and the Ponn/Dale team (250cc). Beginner Ironman Marc Kralik (C) was followed by three more Cs: Ironman Pat Burroughs, Ironman Jerry Kerr and the Dickson team of Scott and Brian.

First Trail Beginner team to finish was Trevor Potter and Frank Chase. The first Novice gal finisher, Lori Theel on a Trailbike, rode it as an Ironlady. The Trail Novice team of Dan Chumnex and Mike Redding also finished.

On the first lap of the second loop Balentine had once again taken the lead with Ogilvie close behind. Because the competition was so hot and heavy between these two teams, they had pulled well out ahead of the riders in the third slot.

The D. Smith/Mulconery team still led the rest of the pack, however, with the Austin/Stearns team moving into the fourth position. The Zarp/McCasland duo were in the fifth followed by the Upp/Postma pair with Ironman Ashcraft having dropped to seventh overall.

Baxter and Palmer had moved into the Novice lead followed by the Hawkins/Hansing team, Bolling and Reed, and the Conway/Kurisu team.

The sister duo of Kathy and Debbie Hopkins were the next gals through.

Of the third lap and into the pits for the final rider change came Balentine. He had finally managed to get a little breathing room over Ogilvie.

Out on the last lap Clark's bandolier was pulled off by a bush, so, as he turned around and started looking for it, Miller got by and into the lead.

The Hawkins/Hansing team, after leading the Novice Heavyweight class most of the whole race, blew their head gasket just past the fifth check, ending their terrific ride.

Clark was not able to catch Miller after he had finally retrieved his bandolier, so Miller (250cc) took the overall lead with Clark (Hwt) taking second. The two had now pushed to a strong 10-minute lead over the rest of the riders. Needless to say, the controversy concerning the second lap began as soon as the two teams reached the finish line.

The Amateur/Expert team of Dan Smith and Mike Mulconery (Hwt) held the third overall slot followed by Saltzman (Hwt) and Amateur/Expert duo Chris Austin and Chuck Stearns (250cc). The Heavyweight Zarp/McCasland team was next followed by the Amateur/Expert combo of Ken Upp and Scott Postma. The team of Kevin Hopkins and Cliff Thomas were first in their division, eighth overall.

Ironman (Hwt) Lee Scheffers, only recently back from a long layoff from injuries incurred at the Rovers team race, finished ninth with the Kevin Hasten/Benny Padilla (Hwt) duo moving up into the 10 overall slot.

First totally Amateur team was the duo of Jim Harris and Tom Mattox (Hwt) in the 11th position. The next full Amateur team to finish was composed of Brett Howell and Jim Lawrence (Hwt.).

The hot 250cc Novice team of Paul Baxter and P. Palmer had stretched out well in front of the number two Novice combo of Boling and Read (250cc).

Trudy Beck finished 32nd overall, covering the 134 miles of the race by herself.

Third Novice team to finish was Ray Conway and Russ Kurisu (250cc), followed by the C duo of Brian Smith and Tim Sinclair. Not far behind was Robert Finkle and Paul Hinds, earning first Novice Heavyweight honors with Bradley Boelman and Ed Andrake (Hwt) in the next Novice slot. Taking seventh Novice honors was the 250cc combo of Michael Wolinger and Gary Wilson, followed by the heavyweight team of John Flynn and Ray Zytstra.

The Hopkins sisters earned the second gal honors on their C machine. The Deanna Jenkins/Juanita Adams combo also finished.

Note: This reporter must correct a statement made in a previous story. The number 061x belongs to Dick Postma. It is Dick that has been earning first Senior Amateur 250cc honors for the past seven or eight races without proper recognition.

Loyd leads CRC Tenderfoot

By DeVore Fortney
Photos by Marcel Fortney

RAND MOUNTAINS, CA, MAR. 30

While most of the usual front runners were down in Baja abusing their bodies in the annual Tecate enduro, everyone else was up in the Rand Area having fun. Fun was defined in many ways this weekend but for young Jim Loyd, fun constituted his first overall win. Dodging the rocks and riding the ridges on his IT175 Jim lost only eight seconds to beat out a faster than usual Cheeseburger, who usually defines his fun as the Saturday night campfire. Cheeseburger (his actual name — says so right on his leathers!) is pushing himself up to top over 35 riders with finishes like this but only one second behind him was Jerry Bryan who tied with first B rider Larry Arredondo, another new contender. The first Open rider was Bob Keirns, holding off Daryll Thoman who still got first Open A over 30.

It was surprising to see the smaller bikes winning as one definite no fun factor this weekend was the treacherous wind that blew all morning. The special test section on the second loop ran along a narrow, twisting ridge which left the riders unprotected to the strong gusts hitting them from the side. It's a credit to Jim Loyd's talent that he was able to keep his lightweight upright and on time. There's a whole flock of young riders coming into their prime this year including, Jim, Joe Anastasio, Jr., Larry Steffen, and many others. Included in this group are Logan Casteel who took first C rider on his 250cc and Tracy Lewis, first Open C. Both of these riders lost less than a minute which wasn't easy.

Not to be outdone, two over 40 riders, Tony Anderson (250cc A) and Bill Jordan (Open B) also lost less than a minute to win their classes.

Not to be left out of the fun, were those riding the first loop. A surprisingly tough trail awaited those riders as the loop traveled down to the tortoise preserve (God bless their little protected souls), over to the east side of Government Peak, up to the top for a stunning view and then down a very tricky canyon complete with rocky dropoffs and off camber turns. Fun!

Absolutely the biggest surprise was the winner, 200cc A Woman, Dana Bell. The fact that Dana won was not the surprise as she is a very talented rider who used to ride the men's B class. The surprise was that Dana didn't do it solo... you see Dana is five months pregnant. Sure shoots down all those macho stories about "manhandling" the bike down that canyon. Congratulations Dana (in more ways than one!). ●

Warren Reid

(Continued from page 21)

the way back and then try and find a place to test them and that's not always easy. My mechanic at Honda, Brian (Lunnis) was putting in 14-hour days trying to make the bikes work and he was just dragging by the end of the series.

How is your new contract with Kawasaki?

I'll be riding the 250cc Nationals and all the Supercross races plus the International class at the Trans-USA. I haven't talked to them about some other big races I want to ride, like Mammoth, but I hope to. Honda actually offered me more money than Kawasaki but I just don't want to mess with new bikes again.

Do you feel any different about the Kawasaki Team?

By the end of last year it seemed that the whole Honda team had just about broken up. Everybody was getting ready to do something else or go somewhere else.

At Kawasaki everyone is more casual, things are more relaxed, the whole team seems more close knit and everyone gets along.

Will 1980 be a good one for you?

Yeah I think so. I'm feeling pretty good about my riding and I seem to do really good against the guys on 250cc and Open bikes. Now I can even get a bad start and still move up through the pack although lately I've been getting good starts and I want to carry that over to the new year. Now that I've gotten a holeshot I feel more confident at the start and I guess I concentrate better.

You had a pretty tough time in last year's 125cc Nationals but still finished fourth.

I guess I was pretty consistent in my finishes but we had a lot of problems the first part of the series. I had some DNFs like when my gearbox locked up going into the first turn and everyone thought I was in a big crash. The second half of the season was better 'cause the bikes were better and I managed to finish fourth in the series. The competition was really tough, especially from Glover and Barnett and almost as much from Myerscough and Ward. Myerscough and Ward can go just as fast but they don't know about winning the way Barnett and Glover do. I'm finally getting to know what it takes.

You seem to do better at Supercross than most 125cc riders.

I like the stadium races. I got a second at Anaheim, third at Seattle, and a fourth at New Orleans. It's a sprint race, you know. You can't cruise, you just have to go wide open all the time. On outdoor tracks you are always thinking ahead but in Supercross you just go as fast as you possibly can all the time. It's really easier 'cause you concentrate harder just on riding. I expected to get the holeshot at Anaheim — everything seemed right. The bike had some drawbacks, especially from the rear end, but it was making me try hard to find the smooth lines and was really helping me. The reason Howerton and Bell caught me was I was just getting into traffic just as they were breaking free. It's easy to catch somebody from behind anyway, and as soon as they saw me ahead they could just push harder. Next time I'm not going to settle for second — no matter what.

Well good luck this year Warren, especially with those stadium races.

Thanks. You know the Supercross series is great because you can make more money and that's important because you can only race so many years. But I bet if there was no money in it everybody would still be out there racing. ●

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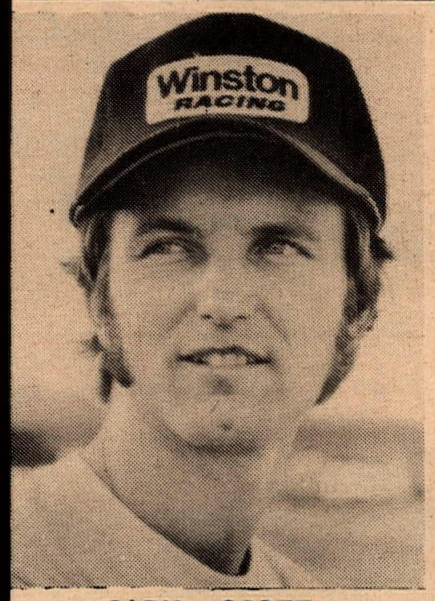
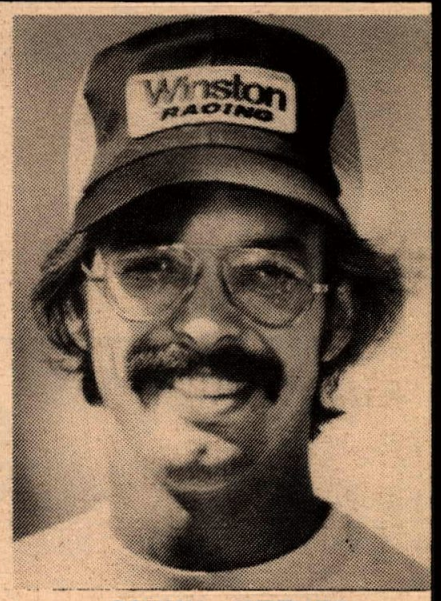


GARY SCOTT

ALEX JORGENSEN



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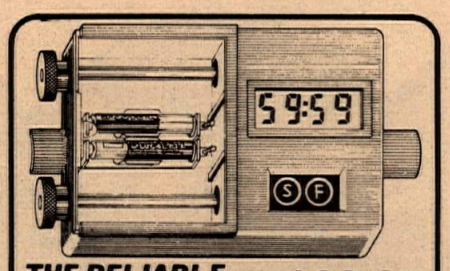

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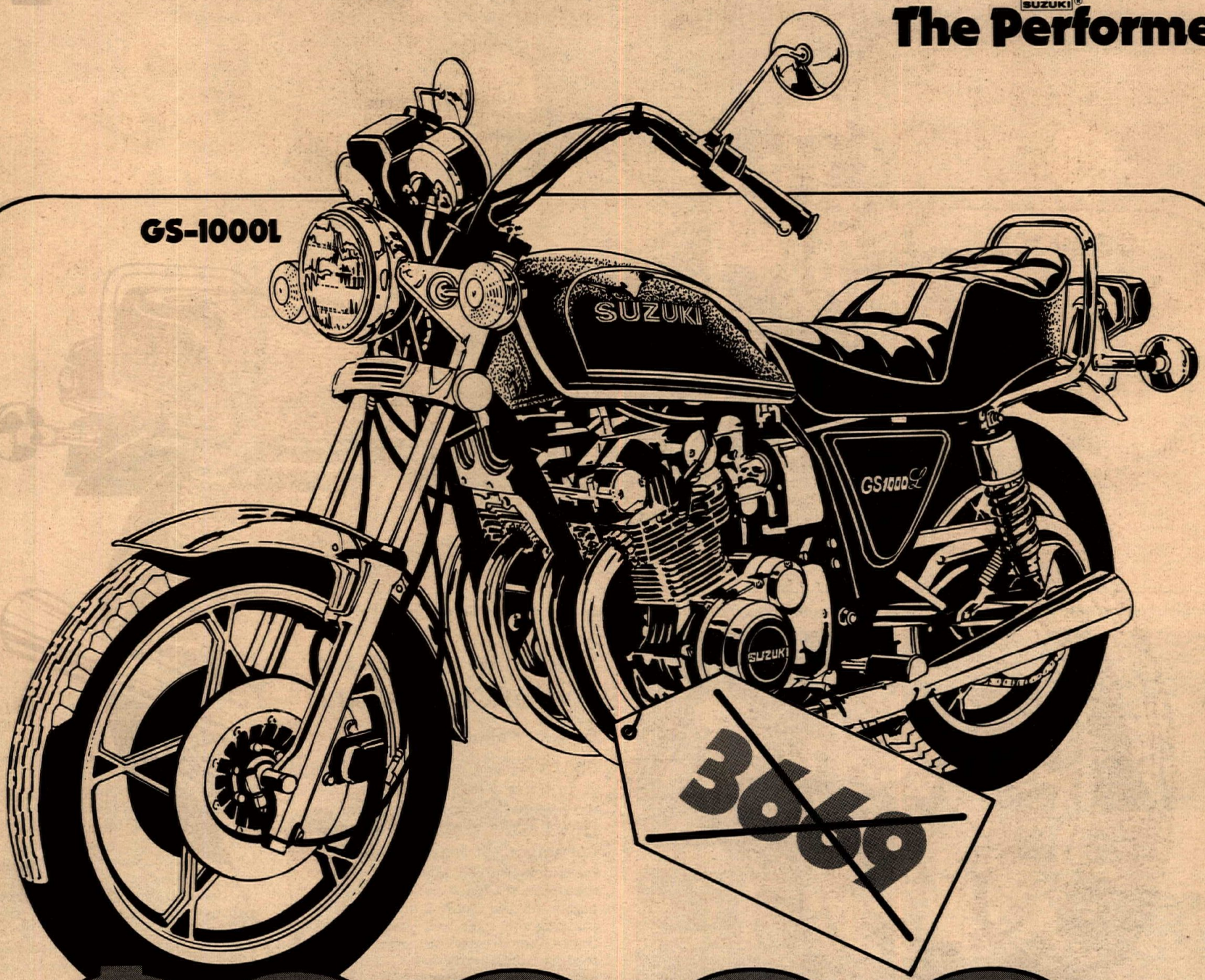

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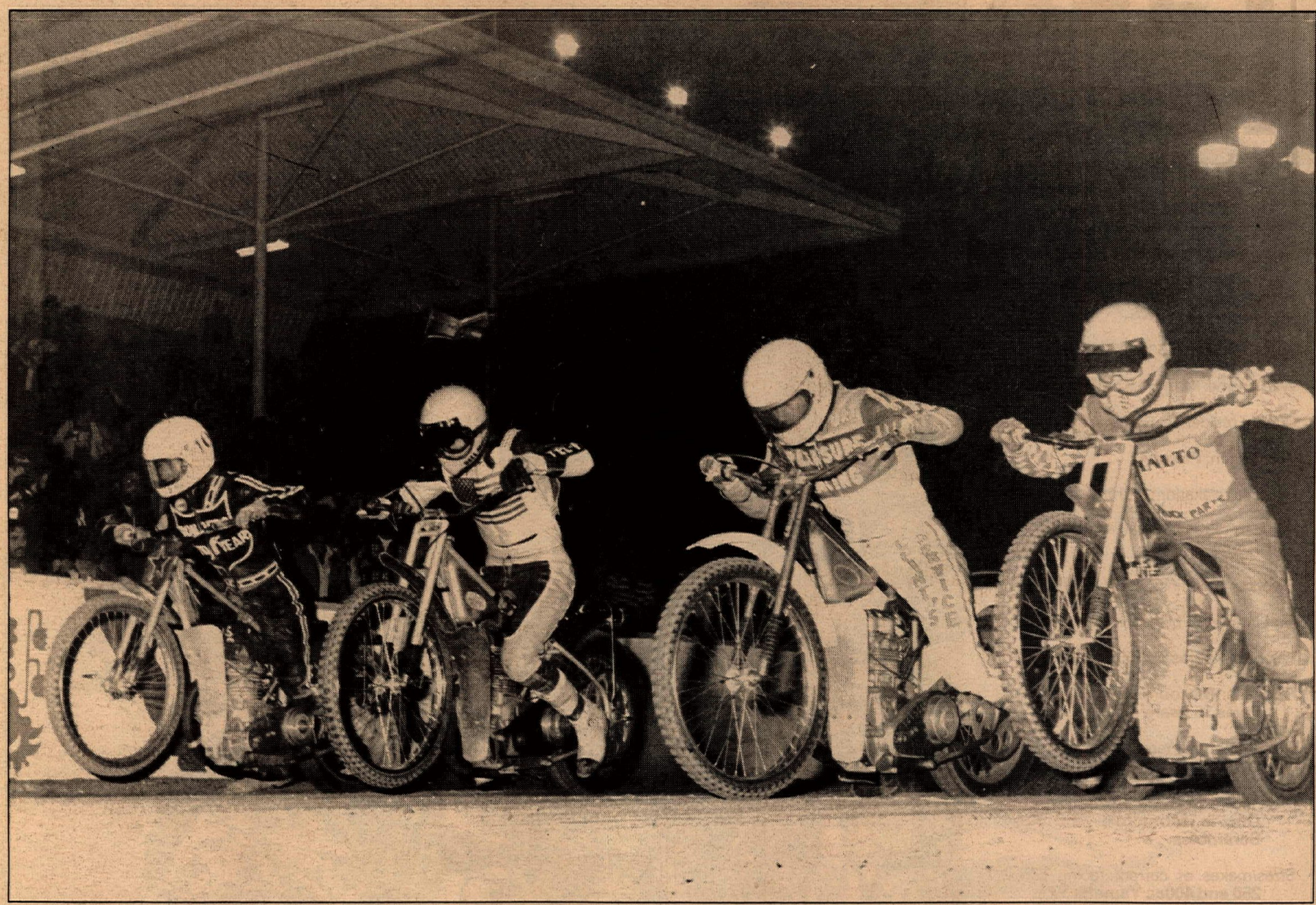
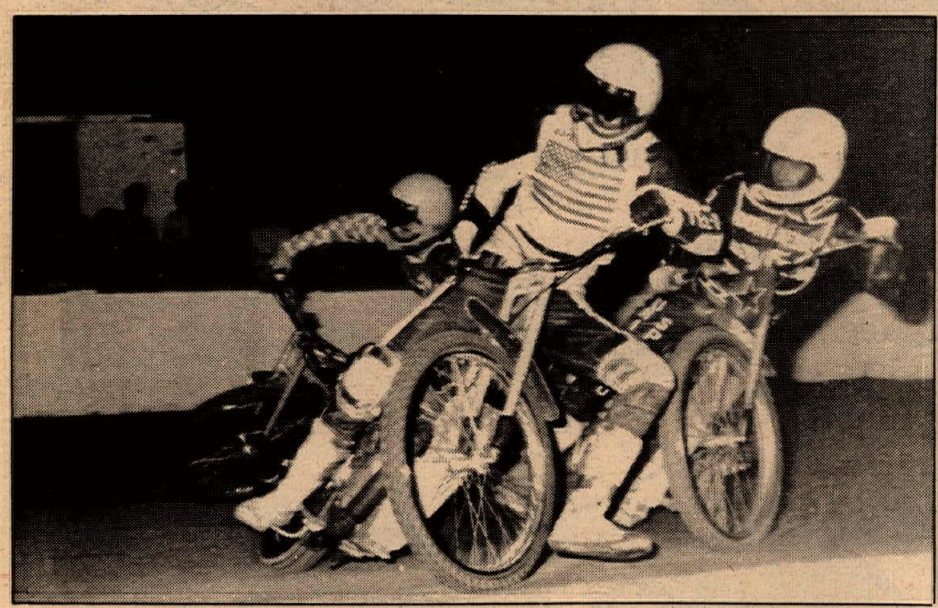
SPEEDWAY WEEK



Blasting out of the gate are (left to right) Dave DeTemple, Brad Oxley, Kurt Strommer and John Sandona.



(Above) Brad Oxley and Dave DeTemple battle it out. (Below) Third division rider Dave Rose goes inside another rider.

Christian strikes for two at Costa Mesa

By Ken Kellogg

COSTA MESA, CA, APR. 11

A hot dry wind could not slow up speedway fans as a capacity crowd filled the stands to view opening night festivites while all the riders worked vigorously to get their bikes ready for one of the biggest nights of the year. One of many studying the track and preparing his finely honed machine was a face missing from speedway for 18 months due to injury "Dangerous Dubb" Ferrell. Dubb showed glimpses of the old Dubb, weaving in and out of bikes and riding anywhere on the track, inside or outside, wherever there was an opening. It was good to see this familiar face back.

During the Handicap Main Event, Alan "Crazy" Christian, riding from the 50-yard line, took full advantage of his long start and by lap two was in second place behind Lance King. Lance was unable to keep the door closed on Christian and on lap three, turn three Alan took the inside track and moved into first place. Sterling Cagor turned in an impressive ride for third.

In the Scratch Main Dubb Ferrell finished just behind Alan Christian, which really wasn't too bad at all since no one beat Alan in either main. The Scratch Main provided a perfect match up between Ferrell and Christian as they battled for the lead. In Scratch racing the most important part of the race is the gate, and Alan took full advantage of this and beat the other three bikes out of the start, and no one was able to catch him. Finishing behind Alan and Dubb was Leni Faas, an upcoming rider, and Lance King finished fourth.

From a field of 13 second division riders Derek Gage proved to all he is on his way to division one with a nice win.

In division three Robin Bourgeois finished first in front of Greg Ayers and Tom Hughes.

The return of Danny "Berzerko" Becker was not as Danny would have wished it. He seemed to have a string of bad luck. During one race his bike seemed to freeze up on him, then during the match race between him and Dave DeTemple, Danny's back tire came off causing a default. However this will not dampen the comeback efforts of "Bezerko." Next week he'll be back and ready to race.

Alan Christian may very well have his hands full next week as Bobby Schwartz returns from England to race at Costa Mesa. Then again, if Christian rides like he did this night, he's ready for just such a challenge. ●

Results

SCRATCH MAIN: 1. Alan Christian; 2. Dubb Ferrell; 3. Leni Faas; 4. Lance King.

HANDICAP MAIN: 1. Alan Christian #2; 2. Lance King #131; 3. Sterling Cagor #21.

SECOND DIV: 1. Derek Gage; 2. Tom Burmister; 3. Jeff Tomlin.

THIRD DIV: 1. Robin Bourgeois; 2. Greg Ayers; 3. Tom Hughes.

Fast Facts

Charles Lee

Hare Scrambles

Name/nickname: **Charles D. Lee/Bud.**

Date/place of birth: **July 28, 1935/ Kansas City, KS.**

Height/weight: **5'6"/155 lbs.**

Wife's name: **"Daffy" (Daphine, really).**

Current residence: **Salina, KS.**

Occupation: **Plumber**

Hobbies/relaxation: **Fishing.**

Van/car: **1975 Dodge Mini Motor Home.**

Favorite food/drink: **Hamburger/Pepsi.**

First interest in bikes: **Nine years ago.**

First bike: **Kawasaki 100 Green Streak.**

First race: **Motocross in 1970 when I was 35 years old.**

Outcome of that race: **Sixth, sixth and DNF.**

Most recent win: **1978 KMSA Number One in Motocross and Hare Scrambles.**

Sizes/makes of current racing bikes: **250 and 400cc Yamaha YZs.**

Sponor: **Bud's Plumbing.**

Tuner: **Self.**

Biggest gripe about racing: **None! I've liked it from the start.**

Most respected rivals: **Barry Holem, Steve Dix, Jerry Buller.**

Reason for racing: **The people in the sport.**

Future racing ambitions: **To stay with it as long as I can.**

Additional info: **I'd like to see more people get started in the sport.**

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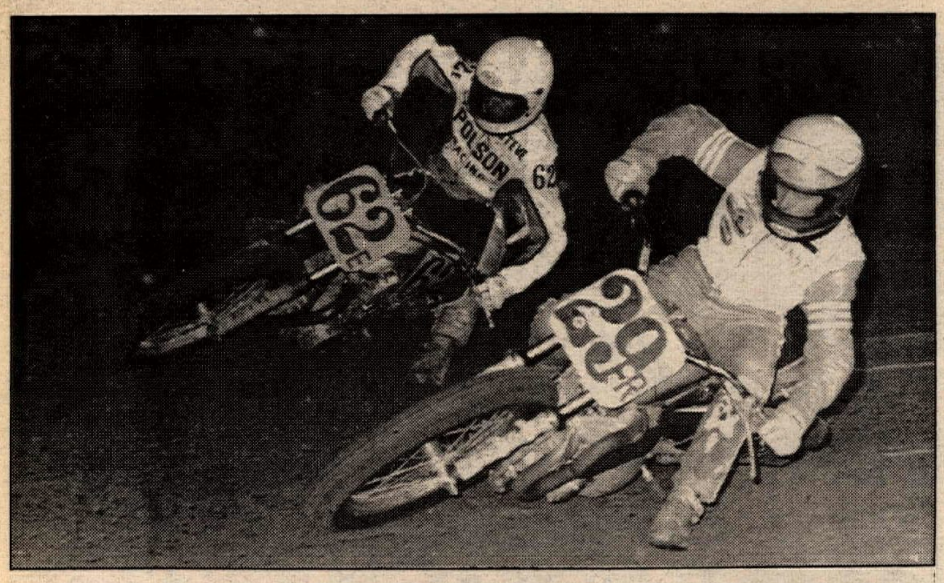

Junior Danny Perkins (29R) won Ascot's Junior/Expert race. (File photo.)

Perkins tops Ascot half mile

By Maureen Lee

GARDENA, CA, APR. 11

The hot, dry, windy weather was more suited to camel racing Friday night, and spectators would have been more comfortably dressed like Lawrence of Arabia to keep the grit out, but the racing sure got flashy with lots of nice rooster tails in the air.

With so many on the way to Sacramento, Juniors and Experts ran together, and fastest time trialer was classy Junior Rich Arnaiz at 23.21 with Expert Bob Sanders second, 23.45.

Arnaiz was being chased home in the first heat when he fell in the north turn, sliding down with his bike. Danny Perkins, who had been in fourth and moving past Bob Cunnington, came stomping up past second place Steve Polson and took the win.

Bob Sanders got away first in the second heat but three riders fell in the north turn and out came the flag. On the restart away went Sanders again, with Charlie Summers and David Ryan behind. Sanders was mounted on one of Sal Acosta's super Triumphs and Summers is commanding a Norton this year and Nortons for some strange reason handle great on dry surfaces. Summers and Sanders swapped first and second around for a while before Charlie had enough and got in front to stay. They looked like they were going fast but their time of 2:06.29 was slower than the 250cc Novice riders!

Steve Oort was riding high, wide and beautiful in the third heat, throwing up rooster tails but unable to get first place away from Marty Halkola. Mike Minnig was in third but we'd been watching Junior Steve Karsten coming up by people and Minnig almost lost his third to him.

The last heat had Ben Zakarian and Jeff Allison off the line and into turn one first but right with them was Arlette Smith, holding her own and in second place coming down the front chute. Allison built himself up a nice lead but the stands were all watching Arlette. Finally John Burnett got by, as did Rich Volk, but Smith hung on in there in full control of her big Harley but in the north turn she lost another place right at the end to Zakarian, and the rundown was Allison, Burnett, Rich Volk, Zakarian and Smith.

We all wondered if the semi was a portent of things to come as Randy Patterson and his 500cc Yamaha flat ran off with it as bigger twins skated around the various lines behind him, all in clouds of dirt. Second through fourth was fought over by Volk, Zakarian, Minnig and Cunnington. For a while it looked like Rich would be the last man into the main, as he hung onto second in the shuffle, but Minnig ended up with it.

The start of the main was wooley; the constant wind had spooked just about everyone. Charlie Summers took the lead ahead of Sanders who soon had his hands full with Steve Oort. They went like that for a while, then Marty Halkola got by Oort but Sanders was running hard on that super Triumph and catching Summers. He finally got him in the south turn but coming up fast through the skidding pack was Danny Perkins and suddenly there was Danny tucking into third spot. Summers slid out a bit too wide and Perkins was now second and after Sanders, passing him down the back straight.

Once Perkins was in front that was it, and Summers faded a bit and Halkola and Oort moved on by but the race wasn't over by a long shot.

Halkola and Oort both got Sanders, but Bob came flying back down low in the north turn and got Oort, and the move was copied exactly by Summers. Out front Perkins was happily pulling away a bit, then came Halkola, Sanders, Summers, Oort, Steve Patterson and in seventh the rider who had looked so good in the semi on the 500 single, Randy Patterson, and it was all over.

Speaking of singles, American Honda has put up the purse and there will be an invitational for 500cc four-strokes at the May 10 Ascot half mile National.

In the Novice division first heat the point leader Tommy Walton had the brief lead until something in his carburetor came loose (the bit was upside down, believe it or not) and another hot Novice, Freddie Winters, was also out before the end. The winner was Mearl Bennett, who ended up in the lead rather late over Ross Klatt and Pat Seigle. Seigle had kept the lead for quite a while until Bennett and Klatt decided to move on by.

Second heat went to smooth Rob Pfetzing who was never passed. That heat started with complete anarchy on the line and four riders going to the third row. Bobby Garrison fell in behind Pfetzing and here came Mike Hale, who's tied for sixth in the points. He went very fast but still ended third, while Pfetzing turned in the very fastest of the three Novice heats, a 2:04.04.

Bill Scott and Chris Cannon did battle for the heat three lead and the clang of handlebars sounded more than once, with Cannon trying super hard to get around Scott, especially one time when he went to the inside and then came skating out... Wheee.

Last heat had Charles "Bud" Carroll coming out of the start on top with Jeff Johnson in hot pursuit. They came out of the north turn side by side, and things got a little bumpy there in the south turn and the handlebar clangs were sounding again. Bud left the door open a bit and Johnson went through for the lead. Carroll kept second over Ben Meyer.

For the semi Charles Montgomery just took off first, leaving Mike Hale to make his way up to second and final transfer spot ahead of Don Remp and Mike Bird.

Bobby Garrison shot off first in the main, but Chris Cannon fell head first over his handlebars exiting turn two and slid for a while on his chest. He was up and OK to restart though, and again it was Garrison out in front, then three abreast coming through the north turn were Mearl Bennett, Rob Pfetzing and Jeff Johnson, and the race was on.

Garrison was comfortably out in first but Pfetzing passed Mike Hale and then the two of them got Bennett. Around they all went again and Chris Cannon was now up and into fourth spot. Suddenly Garrison's hand flew up going into the south turn, and although everyone had it full on they all missed him as his bike slowed with mechanical ills. Now it was Hale out front, then Cannon who'd kept his charge going, Pfetzing and Johnson.

Results

NOVICE MAIN: 1. Mike Hale (Yam); 2. Chris Cannon (Yam); 3. Rob Pfetzing (Yam); 4. Jeff Johnson (Yam); 5. Mearl Bennett (Yam); 6. Charles Carroll (Yam); 7. Bill Scott (Yam); 8. Charles Montgomery (Yam); 9. Ross Klatt (Yam); 10. Bobby Garrison (Yam).
TIME: 3:21.09

JR/EX MAIN: 1. Danny Perkins (H-D); 2. Marty Halkola (H-D); 3. Bob Sanders (Tri); 4. Charles Summers (Nor); 5. Steve Oort (H-D); 6. Steve Polson (Yam); 7. Randy Patterson (Yam); 8. John Burnett (Yam); 9. Mike Minnig (Yam); 10. Jeff Allison (Yam).
TIME: 5:43.01

TROPHY DASH: 1. Bobby Sanders (Tri); 2. Marty Halkola (H-D); 3. Rich Arnaiz, Junior (H-D); 10. Jeff Allison, Junior (Yam).
TIME: 1:16.34

King, Blose top Arizona Championship round

By Brownie Bouch

PHOENIX, AZ, APR. 6

The third race in the Arizona State Championship Series at Canyon Raceway attracted racers from far away places with a $2500 Pro purse up for grabs.

Kawasaki's Chappy Blose took his old KX125 out of mothballs and proceeded to show the local boys the shortest way around the track in the first 125cc Pro moto, but not without some anxious moments. He had to contend with Southwest Yamaha-sponsored Drey Dircks, and Honda House-sponsored Bob Blose off the line. Chappy passed brother Bob on the third lap going into the S turns, then set his sights on Dircks. By the fifth lap he had caught the flying Yamaha, and passed him several laps later when Dircks slid high in the short sweeper. Halfway into the 30 minute moto, Dircks slowed with a flat tire. Bob Blose moved his Honda into second, with Tucson's David King following through in third, and Yamaha riders Bobby Belluzzi and Tibbs McCullough in fourth and fifth.

The second moto was a real thriller right to the checkered flag when McCullough got the jump into the first turn ahead of Dave Crawford (Moto-X Fox Yamaha) and Chappy Blose. Crawford took over the lead when McCullough fell on the first lap. With Chappy tacked to Crawford's back wheel, the race got tight as King moved in close for third and Bob Blose joined the battle in fourth. It was a four-bike race for the lead when Chappy suddenly pulled over with bike trouble on the third lap. The battle for first continued lap after lap with no one giving an inch till a cleverly planned and executed brake job put both King and Bob Blose down in the S turns. King recovered first, maintaining his second place position and Blose held on to third with Dircks and McCullough following through in fourth and fifth. King and Bob Blose tied for first place points with King's 3-2 finishes and Blose's 2-3. McCullough, David Robinson, and Jon Deremo rounded out the top five overall positions.

The "Flying Chicano" from Tucson, Carlos Serrano, aboard his Moto-X Fox-sponsored Honda saw daylight first in the first 250cc Pro moto with Gary Dircks aboard his Southwest Cycle Sales-sponsored Husky on his tail. Serrano slipped in the S turns and Dircks took over the lead and laid an undisputed claim to first place while the battle was in the pack with Kawasaki's Chappy Blose pushing his way into third. Blose got under Serrano in the short sweeper, moving into second, but slid down in the next turn giving second right back to Serrano. Blose recovered in fifth as Maico-mounted Brian Hayes and Yamaha-mounted Ron Watmore both got by. Two laps later Hayes fell and while both Watmore and Blose were held up in the crash, Tim Richardson aboard a Nolan Action Cycle-sponsored SWM, squeezed by into third. Blose recovered in fourth. Then all positions held firm to the checkered flag.

The second moto was almost a carbon copy of the first moto off the line with Serrano taking control until he got to the S turns where he fell again, leaving Watmore in the lead and Blose second. Hayes took over third. Positions were changing fast in the next few laps when Watmore fell moving Blose into a solid first and Hayes up to second. Serrano had recovered from his first lap spill and was pushing hard, moving up through the pack into fourth behind Watmore, who was also trying to move again after his crash. Both riders passed Hayes simultaneously, moving into second and third. When the checkers waved it was Blose first, Watmore second, Serrano third, Hayes fourth and Perkins fifth. Blose laid claim to the first overall, followed by Serrano, Watmore, Gary Dircks and Richardson.

Randy Sargunt on a Vesco Yamaha came out of the first turn in the lead in the first moto of the Open Pro class with Yamaha-mounted Jim Riggle in second, El Paso rider Maby McIntyre on a mean green machine in third and Husky rider Gary Dircks pushing hard in fourth. Riggle squeezed his Yamaha into the lead through the S turns, as McIntyre decided to take soil samples, moving everyone up a position. Dircks moved in to press Riggle for the lead, taking it on lap four. David King (Yam) was moving up into the action, taking over third. McIntyre was back up blitzing his way through traffic and halfway into the moto pushed into

fourth. Dircks sidelined his Husky with apparent bike trouble a lap later and Riggle regained the lead, but not for long. King and McIntyre were putting the pressure on as they closed in on the leader. In just a lap it was a three way battle when Riggle dropped his Yamaha in the S turns, giving King the lead. King started to stretch out his lead and looked like a cinch for the win, but Lady Luck was not on his side as he started to slow two laps from the checkered flag with bike problems. McIntyre took over first and King limped to the flag still hanging on to second with Sargunt third and Riggle fourth.

The second moto was fairly uneventful as Dircks took the lead off the line and never looked back. King moved up from a poor start and took over second, but was sidelined again with bike problems. Riggle moved into claim second spot with Sargunt following in third and McIntyre fourth. The overall order was McIntyre, Dircks, Riggle and Sargunt.

Gibson doubles at CMC Saddleback

By Terry Whytal

ORANGE, CA, APR. 6

Team Honda rider Jim Gibson wheeled his way to victory in the 250cc and Open Pro classes with astounding 30 second leads over the fields. Gibson's toughest competition came from Track n' Travel Maico rider Val Tamietti and an on-the-gas Andy Guth riding the new 420 Uni-Trak.

Continental Moto-sports Club promoter Stu Peters pulled the gate lever and the 250cc Pros headed up the Saddleback start hill for the first moto. Gibson was a little slow getting off the line but powered his way into the lead as the pack thundered onto Webco Hill. Yamaha rider Tim Lunde set his sights on Gibson's rear fender while Bryan Maloney moved his Honda into third.

Running in the fourth through sixth positions were Tamietti, Kawasaki rider Curt McCuistion and Robert Reisinger, also mounted on a lime-green Trak'er. As Reisinger and McCuistion mixed it up and Reisinger nearly bailed coming to the inside line past the finish on lap two, Gary Ogden began his charge up from a bad start and danced his Husky past both Mc Cuistion and Reisinger on the next go 'round.

By lap four Gibson was running safely out front with a 12-second lead but the battle for the runner-up spot was just getting heated. Maloney worked his way past Lunde as Tamietti closed in on Lunde's tail under pressure from Ogden. Suddenly Lunde began to develop mechanical problems and Tamietti and Ogden were past in a flash. Lunde continued to fade and Reisinger slipped into fifth with Steve Martin moving his YZ into sixth.

Ogden and Tamietti duked it out for a couple of laps before Ogden found a route past the savvy Tamietti. Ogden continued his charge as he flew past Maloney and took over second then promptly tangled with a lapped rider and went down. Riesinger had gotten on the gas as the moto neared the final laps and closed in on Tamietti but before a real duel could develop Tamietti threw his chain. At the checkers it was Gibson all alone out front with Reisinger passing Maloney for second as Ogden remounted to charge past Maloney also and take third.

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Western hotline

Brian Maloney leads Gary Ogden in CMC Saddleback action.

Gibson holeshot moto two but Tamietti took the lead away on the downhill as Steve Banning moved his Kawasaki into third. Gibson kept the pressure on and regained the lead a lap later as Ogden moved past Banning and into third place. Tamietti kept the throttle southbound and twisted and really made Gibson work to hold onto the lead but at the finish once again Gibson was the winner followed by Tamietti, Ogden, Maloney and Reisinger. Overall Ogden picked up second behind Gibson and Reisinger took home the third place money.

The first moto of the Open Pros saw Tamietti jump into the early lead and then have Gibson roost his way past. Gibson had the reservoir on the left shock of his Honda come loose and he kept a watchful eye on the bouncing aluminum cylinder for a few laps but never shut off the gas and easily outdistanced Tamietti for the win as Andy Guth took third.

Guth put on the ride of his life as he holeshot moto two and held off Gibson for awhile. Gibson finally took over the lead as he passed Guth in mid-air over the double jumps and headed for the finish. Tamietti worked his way past Guth also and that's the way they finished the moto and the overall.

Results

OPEN PRO: 1. Jim Gibson (Hon); 2. Val Tamietti (Mai); 3. Andy Guth (Kaw).
250cc PRO: 1. Jim Gibson (Hon); 2. Gary Ogden (Hus); 3. Robert Reisinger (Kaw).
125cc PRO: 1. Mike Tripes (Yam); 2. Rick Johnson (Yam); 3. Troy Lee (KTM).
OPEN INT: 1. Todd Flewitt (Yam); 2. Marland Whaley (Hus); 3. John Lusignan (Yam).
250cc INT: 1. David Behlings (Yam); 2. John McRomick (Yam); 3. Phil Riddle (Kaw).
125 INT: 1. Richard Sands (Suz); 2. Lyle Babi (Yam); 3. Ruben Torres (Yam).
OPEN JR: 1. Mark Moser (Hus); 2. Buzz Moeller (Hus); 3. Harry Backer (Suz).
250cc JR: 1. Charlie Walker (Yam); 2. Art Olivier (Hon); 3. Bob Johnson (Yam).
125cc JR: 1. Graig Cable (Yam); 2. Bob Voorhees (Suz); 3. Larry Jones (Yam).
100cc INT: 1. Mark Rouff (Yam).
MINI EX: 1. George Holland (Suz); 2. Sam Storer (Kaw); 3. Troy Blake (Suz).
MINI INT: 1. Rudy Dickinson (Suz); 2. Pat Galan (Suz); 3. Jeff Shaeffer (Kaw).
MINI JR: 1. Dan Hammack (Suz); 2. Gilbert Valdez (Yam); 3. Tom Martinez (Yam).

Aquapumpers blast CRC Indian Dunes MX

By Lee Taylor

VALENCIA, CA, APR. 6

It was Easter and spring fever ran rampant at Indian Dunes. The California Racing Club extended the Shadow Glen course, providing plenty of room for the action that ensued.

The 250cc Pros results read like a carbon copy for the top six place finishers. Six pairs of back to back rides, with top dollar for the day going to Team Honda's Donnie Hansen.

Tim Locey charged off the line at the start of the first moto in the lead but highsided and left room for Hansen to give his watercooled works Pro-Link free reign and gallop into a seven and a half second lead over everyone else. Locey recovered and held strong in second as Pete Snorteland, aboard his DG Yamaha, left a trail of fire-breathing machinery in his wake and held third. The end of the moto found Hansen leading the way, Locey in second and Snorteland coming home third.

The second time out, Hansen led from the start as Locey settled into second with Snorteland cinching third. The winning flag brought Hansen, Locey and Snorteland home for first, second and third place money respectively.

The 125cc Pros had a rough first moto. Chip Johnson was forced to DNF after a bad fall and Bob Kline's Honda broke a swingarm. John O'Mara, who usually roosts everyone in sight was forced back to dead last on the start.

The second time around brought harmony out of chaos as O'Mara piloted his watercooled Mugen off the line and into the lead, on his way to victory. O'Mara found Yamaha Motor Corp. rider Jimmy Holley in second followed by John Drury, Johnson and A.J. Whiting.

O'Mara and Holley continued to duel. The fur was flying as they skimmed over the track, leaving a battle for third between Johnson and Whiting. Getting a bit radical, Whiting finally made his move in a turn and edged on by Johnson. By now O'Mara and Holley had a 15-second lead over the pack until Holley fell. He recovered, still in second, but with Whiting coming up fast and furious. A Holley/Whiting duel persisted into the last lap when Whiting slipped on by for second.

When the checkered flag waved them home O'Mara was there for top money, Whiting scooped up the second place cash and third overall went to Holley.

Back to back wins ran rampant throughout the Sportsman classes. In the 250cc Intermediate class Greg Taylor brought his new Yamaha home to the overall win with a pair of firsts. Zoli Meszaros, riding for his dad in the 100cc Intermediate class beat out Jim Boyd and Gary DePillo with a pair of aces. Chris Gables and Larry Brooks each took down back to back wins in their respective Mini classes, as did Ron Cole, riding a Suzuki in the CRC Vets Junior Division.

A.J. Whiting (313) leads a 125cc Pro start at AME Indian Dunes.

When the Open Pros did battle, Tim Locey (Yam) was there and primed for the win. Mark White took second with Don Draskovich third.

Results

80 BEG: 1. Kevin Sheridan (Yam); 2. Mike Cherrier (Suz); 3. Danny Schwartz (Suz).
80 NOV: 1. Greg Gest (Suz); 2. Jeff "Jamming" Barbacovi (Yam); 3. Dan Hovis (Yam).
80 INT: 1. Chris Gables (Yam); 2. Glenn Commons (Yam).
80 EX: 1. Larry Brooks (Yam).
60 NOV: 1. David O'Keefe (Yam); 2. Bobby Headworth (Yam); 3. James Windmiller (Yam).
60 INT: 1. Kyle Lewis (Yam).
100 BEG: 1. Jason Stephans (Yam); 2. Melinda Smith (Yam).
100 NOV: 1. Andrew Gaiger (Suz); 2. Donna Gilio (Suz); 3. Steve Zeko (Suz).
100 INT: 1. Zoli Meszaros (Yam); 2. Jim Boyd (Yam); 3. Gary DePillo (Suz).
125 BEG: 1. Anthony Broussard (Hon); 2. Mark Gibson (Yam); 3. Doug Mitchell (Yam).
125 NOV: 1. Kenny DeHoning (Hon); 2. Duane Headworth (Yam); 3. Pat Dolan (Hon).
125 INT: 1. Pat McConnell (Yam); 2. Kenny Alexander (Yam); 3. Gary Reichenbach (Yam).
125 PRO: 1. John O'Mara (Mug); 2. A.J. Whiting (Yam); 3. Jimmy Holley (Yam).
250 BEG: 1. Dan Sollinger (Suz); 2. Roger Hunter (Yam); 3. Luis M. Rivera (Yam).
250 NOV: 1. Jon Turner (Mai); 2. Dave Rose; 3. Lea Johnson (Yam).
250 INT: 1. Greg Taylor (Yam); 2. Andy Meszaros (Yam); 3. Randy Morales (Yam).
250 PRO: 1. Donnie Hansen (Hon); 2. Tim Locey (Yam); 3. Pete Snorteland (Yam).
OPEN NOV: 1. Danny Cherrier (Suz); 2. Dan Sollinger (Suz); 3. Charlie Strong (Suz).
OPEN INT: 1. Eric Dattola (Yam); 2. Bob Ridgway (Suz); 3. Jim Bauer (Mai).
OPEN PRO: 1. Tim Locey (Yam); 2. Mark White (Yam); 3. Donald Draskovich (Yam).
CRC VETS JR: 1. Ron Cole (Suz); 2. Raymond Montoya (Yam).
CRC VETS INT: 1. Asker Larnkjaer (Suz).
CRC VETS SR: 1. Soni Mount (Yam); 2. Dan Sanchez (C-A).

Burtt bounces back at DeAnza

By Ron Lawson

SUNNYMEAD, CA, APR. 6

After a long streak of crashes and bad luck, Yamaha of Redlands rider Danny Burtt fought his way back into the winner's circle at DeAnza Cycle Park.

The first half of the first 250cc Pro round didn't go too well for Burtt. He got a so-so start while Mark Barnes and his Barnes Yamaha jumped into the lead. Then on the second lap Burtt was passed by Jim Lowe and Frank Fitzgerald but after that all three riders started moving up through the pack. On lap four Barnes lost his chain, moving Clint Carman (Yam) into the lead while the Lowe/Fitzgerald/Burtt trio moved into third through sixth behind Fred Combs of Pomona Valley Kawasaki. Very little changed in the next few laps, then Burtt suddenly got a second wind and repassed both Fitzgerald and Lowe to hold down third throughout the rest of the moto. Carman finished with a strong lead on Combs who was safely in front of Burtt.

In the next round it was Carman on top in the early laps, but a crash dropped him out of the race and let Burtt into the lead. From there on in it was Burtt pulling away. Greg Zitterkopf (Mai), who ran into trouble in round one and could only manage a sixth, held onto second throughout the race while Lowe and Fitzgerald mixed it up for third. In the end Lowe was firmly in control of the position while Fitzgerald eventually dropped back to sixth behind Burtt, Zitterkopf, Lowe, Combs, and Chris Tarvin (Hon). Overall it was Burtt, Combs and Lowe.

In the Open Pro class it was Eddie Michetti on top with a brand new Can-Am 400. The first moto went to Keith Dysert after Lowe dropped out early. Michetti came up on Dysert at the halfway point to put in his own challenge for the lead, but began to tire and soon dropped back. In the next round, however, Michetti passed Dysert on the second lap and then pulled away to his first Pro win.

The top rider of the sportsmen was Mike Edison (Yam) who dominated the 125cc Intermediate class. In the first moto he followed Ken Campbell (Suz) and Ryan Eide (Suz) for a lap before taking the lead and walking off with it. Eide eventually took second ahead of Campbell, Butch Darling (Hon) and Richard Hoffman (Suz). In moto two Edison started off in fifth but put himself in the lead within three laps. Eide again followed in second while Hoffman took third this time.

The 125cc Novice show saw T. Swartz and Jim Edmiston trade wins with Edmiston taking the overall. Michael P. Herrle went 3-4 for third while Kit Palmer took a 5-3 for fourth overall.

Gary Steinhoefel's Husky was on top of both 250cc Novice motos for the brass. Turning in the next best ride was Harry Uatland with a fourth and a second while Brett Weaver finished third in both motos.

Results

PEE WEE: 1. Wesley Klein (Suz); 2. Dustin Evans (Ita); 3. Greg Wine (Suz).
PEE WEE: 1. Mike Michetti (Yam); 2. Jason Collier (Yam); 3. Chris Lowen (Yam).
MINI BEG: 1. Eric Fraser (Yam); 2. Travis Roberson (Suz); 3. Tim Robbins (Suz).
MINI NOV: 1. Mike Thompson (Kaw); 2. Joe Rinson (Kaw); 3. John Begin (Suz).
MINI INT 1. Donnie Sigrist (Suz); 2. Jason Rincon (Kaw); 3. Dan Wawrzyniak (Yam).
125 BEG: 1. Kevin Bolton (Kaw); 2. Lee Roberson (Suz); 3. Dan Foley (Suz).
125 NOV: 1. Jim Edmiston (Suz); 2. T. Swartz (Yam); 3. Michael Herrle (Yam).

The rubber band goes, and DeAnza Open Pro winner Eddie Michetti (3) starts.

125 INT: 1. Mike Edson (Yam); 2. Ryan Eide (Suz); 3. Ken Campbell (Suz).
250 BEG: 1. Greg Roberg (Hon); 2. Greg Laird (Yam).
250 NOV: 1. Gary Steinhoefel (Hus); 2. Harry Uatland (Hon); 3. Brett Weaver (Yam).
250 INT: 1. Scott Quick (Yam); 2. Ron Lawson (Suz); 3. Bill Olsen (Mai).
250 PRO: 1. Danny Burtt (Yam); 2. Fred Combs (Kaw); 3. Jim Lowe.
OPEN PRO: 1. Eddie Michetti (C-A); 2. Keith Dysert (Kaw); 3. Jim Lowe (Hon).
VETS: 1. Jim Galatioto (Suz); 2. Paul Wilde (Yam); 3. Ed Michetti (C-A).

Gibson Pro-Links to victory at SSM

By Terry Whytal

ORANGE, CA, APR. 5

Team Honda star Jim Gibson has surprised a lot of folks with his good finishes at stadium races this year, but not Saddleback's Pros, who've regularly had to take a back seat whenever Gibson shows at his old home track. This Saturday was no exception as Gibson won every race he entered although he did have tough competition, compliments of Yamaha rider Scott Gillman in the 250cc Pro race.

In fact the first 250cc Pro race looked like a return to the old days as friends Gibson and Gillman diced for the lead most of the moto and kept the spectators on their feet. Gillman's late race drive would have put away most riders but Gibson fought back, regained the lead and went on to finish first. Gillman followed in second while Robert Reisinger piloted his Kawasaki up to third ahead of Yamaha-mounted Steve Martin.

Moto two was just as exciting as DG Yamaha rider Pete Snorteland moved his YZ into the battle for first and kept the pressure on Gillman and Gibson. At the checkers Gibson had a clear lead on the field as Gillman took second, Snorteland third and Reisinger fourth and third overall for the day.

Gibson had mostly clear sailing in the Open Pro race as his main competition, Kawasaki rider Goat Breker, couldn't quite get it together. "I should have stayed in bed, I'm having a really bad day. I fell three times on the uphill in the first moto," explained Breker later. Nonetheless Breker went on to finish the day with a second overall with third place going to Yamaha rider Bob Marino and fourth to Eric McCracken on another of the popular YZs.

Yamaha rider Don Hoover roosted on the 250cc Intermediate class with back-to-back moto wins in a traditionally tough field of competitors. Following the Hoover dust cloud across the finish line was Yamaha-mounted Bill Harry with two fine second place rides. Third overall went to Doug Hayes riding a CR250 Honda with Mark Crosby powering his Yamaha in for fourth place in the final standings.

The Mini Expert race was a George Holland benefit as the Suzuki R&D star continues to dominate the SSM Mini races. Holland rode away with both motos and with the kind of style that shows great potential for the future. Troy Blake, another of the R&D whiz kids, kept his RM80 on the gas and took second place in both races while Kawasaki rider Bruce Bunch and Suzuki-mounted Pat Galan battled for third with the nod going to Bunch.

Results

OPEN PRO: 1. Jim Gibson (Hon); 2. Goat Breker (Kaw); 3. Bob Marino (Yam).
250cc PRO: 1. Jim Gibson (Hon); 2. Scott Gillman (Yam); 3. Robert Reisinger (Kaw).
OPEN INT: 1. John Lusignan (Yam); 2. Keith Dysert (Kaw); 3. Fulton Tidwell (Mai).
250cc INT: 1. Don Hoover (Yam); 2. Bill Harry (Yam); 3. Doug Hayes (Hon).
125cc INT: 1. Richard Sands (Suz); 2. Mark Reynlds (Kaw); 3. Chip Vogel (Yam).
OPEN JR: 1. Mark Glasmeten (Yam); 2. Mike Kell (Mai); 3. Greg Primm (Yam).
125cc JR: 1. Scott Davis (Hon); 2. Lance Sallis (Duc); 3. Duane Headworth (Yam).
OPEN BEG: 1. Mark Speck (Yam); 2. Randy Parks (Mai); 3. Ron Biezina (Hus).
OLD TIMERS: 1. Dale Borges (Hon); 2. Frank Borges (Yam); 3. Jim McIntyre (Suz).
125cc BEG: 1. Darrell Wall (Suz); 2. Allen Hendrix (Yam); 3. Ray Schmidt (Hon).
MINI BEG: 1. Shawn Frieling (Kaw); 2. Ken Clifton (Suz); 3. Greg Reynolds (Yam).
MINI JR: 1. Mike Brown (Suz); 2. Bob St. John (Suz); 3. Ron Rodgers (Yam).
MINI INT: 1. Mike Healey (Suz); 2. Rudy Dickinson (Suz); 3. Jake Roach (Suz).
MINI EX: 1. George Holland (Suz); 2. Troy Blake (Suz); 3. Bruce Bunch (Kaw).
100 INT: 1. Mark Rouff (Yam); 2. Jim Cobham (Yam).

Gang shows at Dunestown showdown

By Jennifer Gardiner

VALENCIA, CA, MAR. 30

Forty-five minute motos seem to attract older folk. Members of the Over The Hill Gang who haven't been seen at recent club races crawled out of their holes and showed up for Grand Prix time at Indian Dunes. Even members of the Las Vegas chapter made the long trek to join the fun at Dunestown despite the ever-changing gas prices.

When the dust cleared after the Experts and Amateurs took off from the start line, it was Expert rider Pitter Pat with the holeshot. He zoomed down the long graded sand straightaway until the track turned and he didn't. From then on, it was Roll Over Rick all the way. Despite the rumor he had spread before the race about having to ride a 175cc, he was, indeed, on his 465cc Yamaha. These OTHG guys will do *anything* to win.

Rick crossed the finish line over two minutes before Get Off Gary, riding Du-Du Dan's Maico, showed up for second place in the Expert class. Dan is still gimping around from a preseason accident but gallantly shows up at races to polish other riders' bikes and vicariously experience the thrill of pulled muscles and misplaced kidneys. Digger Dale revived himself from the six-hour drive from Vegas to capture third. Rathole Rocky came out for his first race of 1980 but a first lap crash kept him from placing high in the standings.

Jester Jerry pretended to be an Expert through the enitre race as he stayed way ahead of most of the Amateur class until he stalled, letting Runover Ron pass him on the next to last lap. But there seems to be nothing able to stop Jerry these days; by the last lap, he had secured the lead again to win Amateur class. Vegas rider Majestic Mojeske made his trip worthwhile with a second for the day with Runover Ron coming in third.

It looked like Lean Lenny was going to run away with the Intermediate win until a 10-penny nail dug into his tire, retiring his effort after the fourth lap. Kwik Keith got his revenge for Lenny's photo-finish win last race as he took over the lead and held it until the checkered flag for first place in Intermediates. Derailed DeWayne managed a second for the day with Vegas making their mark again as Jumpin' Jim came in third.

After practicing the ramp jump on Saturday, which due to recent heavy rains couldn't compare to last year's construction, Beep Beep Bob took home the Novice win from the 18 other riders. Seems Bob has finally gotten used to Get-Off Gary's ex-Maico and plans to be up front a lot more often. DeChicken DeWight came home to roost with a second, and newcomer Fallover Fred is showing his stuff already as he grabbed third.

Results

EX: 1. Roll Over Rick; 2. Get Off Gary; 3. Digger Dale.
AM: 1. Jester Jerry; 2. Majestic Mojeske; 3. Runover Ron.
INT: 1. Kwik Keith; 2. Derailed DeWayne; 3. Jumpin' Jim.
NOV: 1. Beep Beep Bob; 2. DeChicken DeWight; 3. Fallover Fred.

Scott Gillman is pursued by SSM double winner Jim Gibson.

Olson, Widick storm Saddleback Old Timers MX

By Bob Alloy

ORANGE, CA, MAR. 23

Our motocross this week was held on the main track at Saddleback. It was almost impossible to get a good jump because the track was truly dry. Regardless of what you did to get airborne it seemed that the front wheel always dropped like a rock.

Wrapping up first in the Masters was "Movin' Marv" Olson with both first place wins. Blackie Lewis came in with both second places despite some strained leg muscles. Blackie caught some bike thieves in action, and the bike just happened to be his. He chased after them and managed to rescue his bike at the expense of some sore muscles. Chuck Woody took two thirds and Ray Sanchez placed fourth in both motos.

Expert Tom Widick took a nice trophy home by winning both motos. Dick Mosley had the action, taking the holeshot for openers and placing second. Taking third place win was J.D. Bray. The second moto's winner as Widick as mentioned. Dick Frampton and his beautiful new Maico came in for a beautiful second place win. Dan Sanchez was in there for a well-deserved third place win.

In the Amateur division, Gabriel Gutierrez took command of things until lap two. Then it was all Allen Edrington's. Allen kept gassing it up to finish numbero uno. Gutierrez placed a good second, and in there with a great third place win was Bob Klatt. The second moto saw Gabriel move right on up and he just kept on moving to take first place. Asker Larnkjaer didn't mess around either as he charged around, taking second place. The third place winner Edrington.

There was quite a battle between Novices Bob Anderson and Larry Caldron. The first moto's win went to Anderson with Caldron taking second. The second moto was won by Caldron who managed to slip by Anderson just about at the crucial time, right before the checkered flag. That's real pain. ●

Results

MASTER: 1. Marvin Olson; 2. Blackie Lewis.
EX: 1. Tom Widick; 2. Dick Mosley; 3. Dick Frampton.
AM: 1. Gabriel Gutierrez; 2. Allen Edrington; 3. Asker Larnkjaer.
NOV: 1. Larry Caldron; 2. Bob Anderson.

THE LATEST POOP BY PAPA WEALEY

Want a watercooled 125cc MXer? Here's a production model for ya, the Derbi marque from Spain. Derbi's pump-driven coolant flows through both head and cylinder, and they've used cooling fins in addition to the water-jacket. The motor features CDI ignition, a 36 mm Bing carb and a six-speed gearbox. There's 12" of travel, both front and rear. They're available now from Derbi Motor Corporation of America in Laguna Hills, CA.

Kawasaki's Lawson, Aldana 1-2 rain delayed Talladega Superbike race

TALLADEGA, AL, APR. 14
Heavy rain that caused flooding in many parts of the Southeast forced postponement of Sunday's AMA Superbike Championship round at Alabama International Motor Speedway. A restructured race program was run off on Monday, and it was Team Kawasaki's Eddie Lawson and David Aldana finishing 1-2 ahead of Yoshimura Suzuki-mounted Wes Cooley and Team Honda's Ron Pierce and Roberto Pietri in the 10-lap, 40-mile final.

The Superbike program was originally scheduled to be run under an Olympic scoring system that would see the riders split into three groups with each group facing one another in three heat races with a final bonus race, not counting for Superbike Championship points, being run as a finale. The riders didn't care for that system, and a meeting with AMA officials brought about a money-paying qualifying race and a final race for Monday's program with only the final event paying championship points.

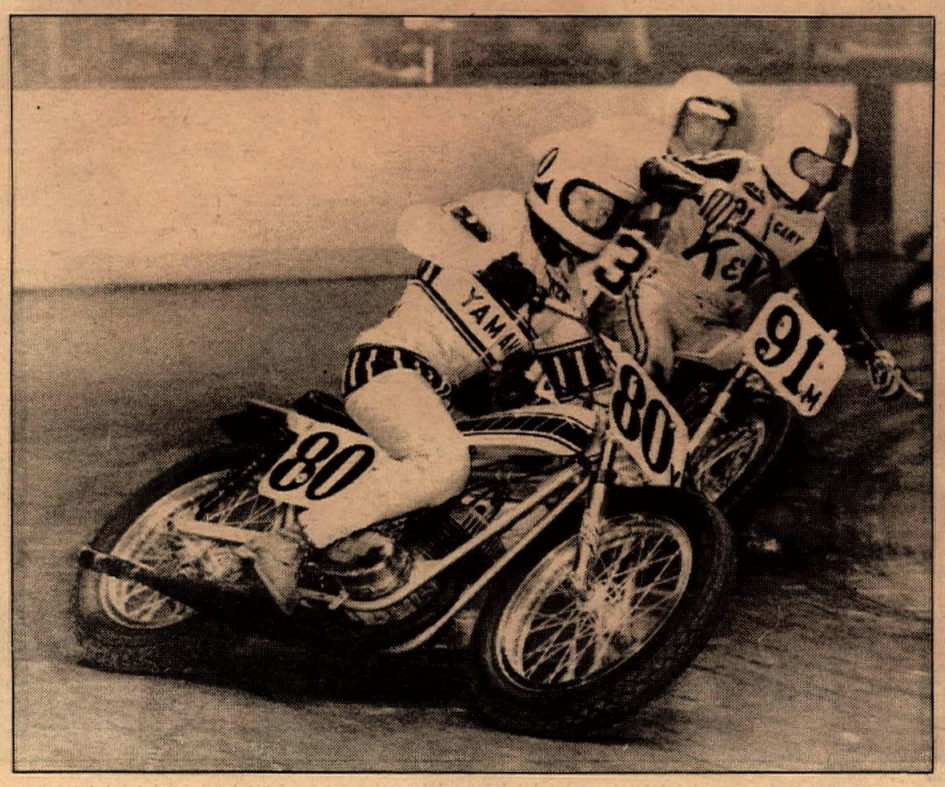
Honda team manager Steve McLaughlin and teammate Freddie Spencer both DNF. McLaughlin's Honda suffered clutch failure, while Spencer was forced to retire with tire failure.

Only 19 riders participated in the Superbike program.

Craig Morris finished first in the supporting Lightweight Professional race ahead of Nobuhiro Nakamura and Ricky Ritch. All three were Yamaha mounted.

Complete coverage next week.

Here's a photo from the early 70s (1971?) of "King Kenny" Roberts wicking his Yamaha around San Francisco's Cow Palace at the indoor short track. Indoor will return to the Cow Palace — as will King Kenny — on April 30, just a few days before the May 4 San Jose Mile. Then the indoor madness will move to Long Beach for a May 7 event, just three nights before the Ascot Half Mile National.



Elmer Trett's double-engined Harley-Davidson topped the Top Fuel class in the April 12-13 NMRA National Drags in Gainesville, FL when runnerup "Frog" Thacker redlighted his Kawasaki-powered mount. Trett still burned to a top speed of 174.41 mph in 8.24 seconds for his win. Kawasaki-mounted Chip Solley took the Pro Stock win over Ron Turner with a 9.345/143.54 blast down the Florida drag strip. Other class winners included John Baugh (Kaw), Super Eliminator; Rick Stetson (Hon), Pro Comp; Gary Godwin (Kaw), Comp; Barry Kogut (Kaw), Modified; Ed Hedrick (Kaw), Stock and Dan Johnson (Kaw), Combo. Full Coverage next week.

Andre Malherbe, riding his Alan Hahn-tuned Honda, registered a perfect 1-1 moto score to win the opening round of the FIM 500cc World Championship MX Series in Payerne, Switzerland. Kawasaki's "Bad Brad" Lackey had to settle for second in both races after having led both earlier. Third went to Yamaha's Hakan Carlqvist. Roger DeCoster rode his Dave Arnold-tuned Honda to a 5-DNF. Jim Pomeroy turned in a 12-DNF ride on the Beta, which he described as having, "plenty of motor and good suspension, but we'll have to get it dialed in." Honda's Graham Noyce and Suzuki's Jean-Jacques Bruno DNS due to injuries but Noyce expected to make the second round of the series.

The opening event in the FIM 125cc World Championship MX Series, the Austrian round, fell to Team Suzuki's Harry Everts who won both motos. However, Honda's Bill Buchka reports that the results are under protest due to possible minimum weight violations.

And in the season opener for the FIM 250cc World Championship MX Series, Rolf Dieffenbach took his Honda to a 1-3 victory over Fritz Kobele, also Honda-mounted, who finished 2-2.

Team Husky's Scot Harden and Brent Wallingsford were the overall winners in the $10,000 Las Vegas 400 desert race, topping Team Yamaha's Bruce Ogilvie and Chuck Miller and Husky pilots Terry Clark and Fred Hansen, Jr., who finished second and third respectively. The Pfeiffer brothers, Scott and Kent, won the 250cc Pro class on a Yamaha, while Billy McDaniel and Darryl Folks (Suz) took the 125cc class. The Over 30 victors were John "Smokebomb" Gaetz and Rick Shirey (Yam) and Jack Froelich and Bruce Lewellyn (Yam) teamed for the Over 38 laurels. Complete coverage next week.

Fans who had endured the Santa Ana winds to watch the half mile at Ascot Apr. 11 have a treat coming to them on Apr. 19, courtesy of the Ascot management. If you saved your ticket stub you can use it to gain free admission for a friend so two people can enjoy the show for the price of one!

Antique motorcycle lovers will want to be at Antelope Valley College in Lancaster, CA on the May 3-4 weekend, when the Classic and Antique Motorcycle Association holds its annual rally. There'll be a bunch of neat old scoots, some even approaching Papa's age *(wow!)*. For more information, contact Kerry Brethorst at 213/868-2032.

A couple of months ago, MXer Bobby Sullivan (CMC #20) crashed during practice, and was left paralyzed from the waist down. A benefit dinner and breakfast will happen in Bobby's honor Apr. 19 and 20. The location is Barona Oaks, 10053 Main St., Lakeside, CA. There will be a potluck dinner with a band and dancing Saturday night. The pancake breakfast will follow the next morning.

Dave Aldana has taken his Daytona 200 protest to the final appeal stage, and a three-person final appeal board is being chosen by the AMA. The three are non-employees of the AMA, and their decision will determine the final outcome of protest.

Jeff Haney's Daytona protest was also denied by AMA Commissioner of Professional Racing Mike DiPrete, but Haney did not take his case to final appeal.

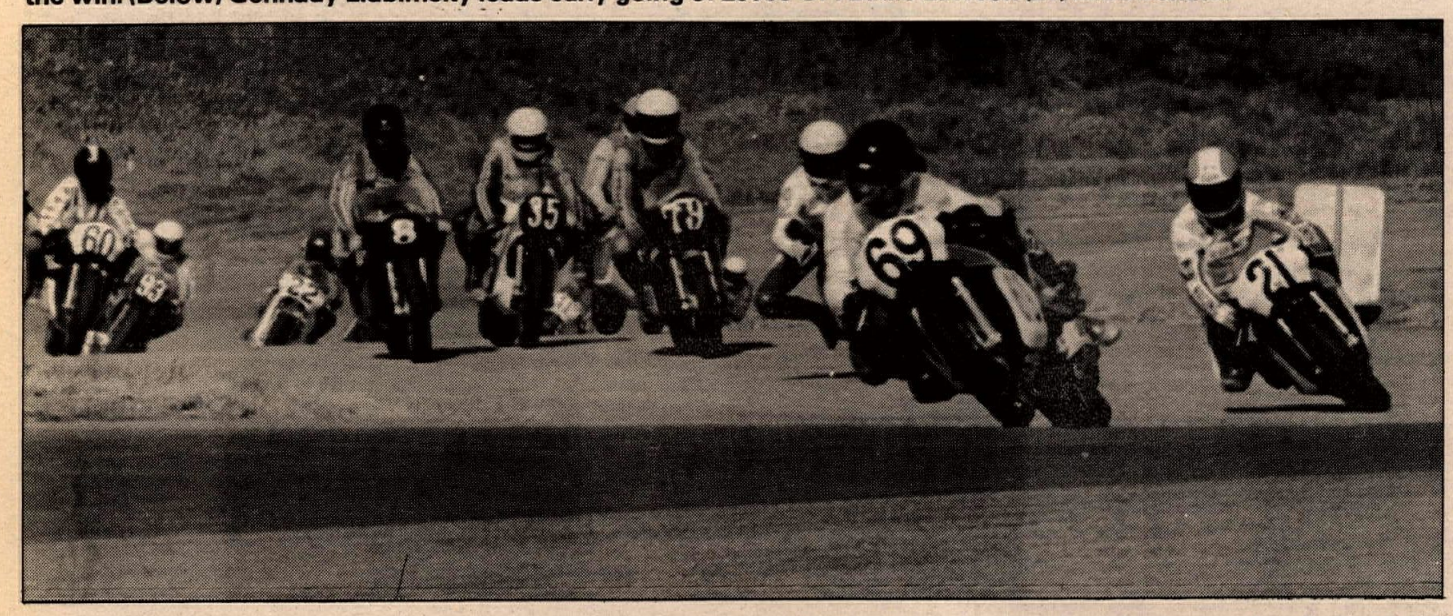
Dave and Julie Rogers became parents for the second time on Monday, April 14 at 1:30 a.m. Dave assisted in the natural childbirth of their new son Mark.

Ron Turner, Jeff Ward and Jim Gibson topped the Pro classes at the April 13 DG $5000 motocross at Saddleback Park. Turner's Suzuki came out ahead of the 125cc class; Ward's Kawasaki beat the 250cc event; and Gibson won the 500cc class on his Honda.

If AMA changes the Winston Pro dirt track displacement rule to a 500cc limit, will Harley-Davidson be ready? You bet. Rumor has it that a 500cc V-twin blueprint has been

NORTHERN DATELINE

(Above) Kerry Bryant (222) finished the Open Superstreet race first but was disqualified and Vance Breese (59) got the win. (Below) Gennady Liubimsky leads early going of 250cc GP. Eddie Lawson (21) lurks behind.



Lawson runs away with Sears Point AFM RR opener

By Karl Okamoto

SONOMA, CA, MAR. 30

Eddie Lawson returned to Sears Point and won the 250cc GP race in a convincing manner over a talent-laden field. Racing through a brisk wind that had raised storm warnings over San Francisco Bay, Lawson got off to a slow start in the season's opener. "I was waiting on the (starting) line. The one-minute sign went sideways (indicating a green flag at any time) and the flag dropped right away. I was in neutral, so I slammed it into gear and took off." It took the Ontario, CA resident two laps to pass teammate Gennady Liubimsky.

With the K.T. Engineering (formerly Harry Hunt) team out in front by themselves, attention shifted to the battle for the third through fifth places. Glen Shoper (Shoei/PJ1/Farmhouse Rest. TZ250) got off to his usual fine start only to yield third place to Fred Winters — last year's AFM Number One — due to handling woes. "Something feels like it's broken. The wind and handling were real problems — at first I thought I had a flat tire." Shopher finished in fourth position after holding off a much-improved Dwayne Chung (Berkeley Yamaha TZ250).

The Box Stock race offered a clue as to the best economy racer this season. Frank Mazur finally abandoned his 10-year-old Honda CB750 and climbed aboard the Bob Karol/Hayward Kawasaki KZ750. Frank, an ebullient 5'2", 120 lb. charger, started his 750 in the second of four waves, 10 seconds behind the Open class in the Box Stock start. Three laps later he had shaken Tom Lee, Steve Epstein's former tuner who now rides his own KZ1000, and then passed Jim Kinne (Moto Guzzi 850 Le Mans) to take the lead that he never relinquished.

Mazur was flabbergasted with the performance of the Kaw after the race. "Ulrich wasn't kidding when he said these things were fast," said Frank, referring to the *Cycle World* editor. It will be interesting to see how Frank fares against the lions of the Box Stock class, Whit Blakeslee and Lee Fleming of Champion Cycles in Costa Mesa.

The 125cc GP class featured the new watercooled Yamaha and Honda machinery, but it was Jeff Leggitt (R&J Honda MT125R) on his air-cooled single that led the way to the checkered. Jeff was pursued by Bill Mullins (Concord Yamaha TZ125) the entire race, but Bill couldn't pull it off. "I almost took Jeff in Turn Seven. He looked over his right shoulder and I was on his left side. I kinda surprised him, 'cause after he saw me he took off."

Terry McDonald (Honda 125) finished in third and Greg Goodman (Honda RSC125) got by fellow Sacramento resident Rob Stabile (Honda RSC125) for fourth. Stabile, incidentally, was the 1979 AFM 250cc Production champ.

Open Superstreet featured Kerry Bryant (Goodyear Kaw Z-1) who dominated the race. But Bryant's bike, an AMA Superbike-configurated Z-1, is illegal for the Superstreet class according to 1980 AFM rules (all Superbikes must run in the GP classes). That resulted in first place awarded to Vance Breese on the Sputhe Engineering Harley-Davidson. "We Harley people talk in terms of cubic inches, not cc's," stated Vance who formerly had ridden Moto Guzzis and Nortons. "It's 78.8 *cubic inches.*" That translates to about 1291cc's for the sake of comparison.

While Kerry was being disqualified and Vance was motoring away, Brad Taylor (NorCal GS1000 Suz) and Michael McLoughlin (Kaw KZ1000) were hotly contesting second and third slots. Taylor waited until the final lap to pass McLoughlin whom he had followed the entire race. Brad then kept the more powerful bike behind him to the finish line.

In other action, Euromart's Paul Ritter (Duc 750) easily took the 750cc Production class. Lawson won the 500cc GP race but was penalized one lap for jumping the gun and Dan Spisak (Berkeley Yam TZ350) was awarded first place. Dale Alexander (Palo Alto Yamaha RD) won the 430cc Production battle, and Marc Salvisberg (Karl's Motors Can-Am 125) took the Featherweight win. Rich Oliver, last year's young terror on his box-stock Kaw KZ650, has acquired Gordy Seim's Kaw KZ1000. Oliver finished fourth in the Open Superstreet class. The Essaff/Harrold team took the Sidecar race.

The next race, first AFM points contest of the year at Sears Point, will be on April 20.

Results

100cc GP: 1. Dave Elliott (Kaw).
125cc GP: 1. Jeff Leggitt (Hon); 2. Bill Mullins (Yam); 3. Terry McDonald (Hon).
200cc GP: 1. Bill McGrill (Bul); 2. Greg Overman (C-A); 3. Ron DeBruin (Yam).
250cc GP: 1. Eddie Lawson (Yam); 2. Gennady Liubimsky (Yam); 3. Fred Winters (Yam).
500cc GP: 1. Dan Spisak (Yam); 2. Robert Runyon (Yam); 3. Nick Theroux (Yam).
OPEN GP: 1. Kerry Bryant (Kaw); 2. Richard Basford (Kaw); 3. Tom Reinecker (Yam).
600cc SUPERSTREET: 1. Jeff Hagen (Kaw); 2. John Struys (Hon); 3. Don Green (Yam).
750cc SUPERSTREET: 1. Bernd Koegler (Hon); 2. Wade Boyd (Kaw); 3. Darrel White (Suz).
OPEN SUPERSTREET: 1. Vance Breese (H-D); 2. Brad Taylor (Suz); 3. Michael McLoughlin (Kaw).
125cc PROD: 1. Marc Salvisberg (C-A); 2. Haim Beressi (Yam); 3. Jay Hardy (Yam).
200cc PROD: 1. Greg Overman (C-A); 2. Ron DeBruin (Yam).
250cc PROD: 1. Michael Madden (C-A); 2. Phillip Headley (Duc); 3. Richard Weidenbach (Yam).
430cc PROD: 1. Dale Alexander (Yam); 2. John Chermak (Yam); 3. Mike Van Dyke (Yam).
600cc PROD: 1. Gary Broeder (Yam); 2. Dan Anderson (Yam); 3. James Dagan (Suz).
750cc PROD: 1. Paul Ritter (Duc); 2. Bernd Koegler (Hon); 3. Francis Mazur (Kaw).
OPEN PROD: 1. Raymond Carson (Duc); 2. Tom Lee (Kaw); 3. William Foster (Kaw).
430cc BOX STOCK: 1. Ed Diederich (Hon); 2. Jim Siemens (Yam); 3. Haim Beressi (Yam).
600cc BOX STOCK: 1. James Dagan (Suz); 2. Ray Roy (Hon); 3. Joe Montoya (Yam).
750cc BOX STOCK: 1. Francis Mazur (Kaw); 2. Mark Atkinson (Hon); 3. Robert Seim (Kaw).
OPEN BOX STOCK: 1. James Kinne (M-G); 2. Tom Lee (Kaw); 3. James Spaelti (Suz).

Freitas, Scroggins shine at Oakdale ST

By Marty Scott

OAKDALE, CA, MAR. 30

Winkie Freitas doubled in the 80 and 100cc Expert classes with Craig Scroggins taking a first in the 500 and a second in the 250cc Expert classes to lead a good day of racing at Oakdale's Pioneer Arena.

The 100cc Experts got the mains off to an exciting start. Freitas and Kurt Chandler — who are both determined to wrest the number one Black Plate away from Chris Carr — were the first into the corner. Carr, who was riding his first race since suffering a broken ankle, was close behind in third. The three stayed close until Chandler

pulled away on lap three. Freitas caught and passed Chandler for the lead on lap six, holding on for the win with Chandler second and Carr third.

Scott Casey took the win in the 80cc Junior class with Jason Paoli second and Ron Hanes third. Roger Freitas, riding his first race, took the 80cc Novice win over Mike McDonnell.

The 80cc Expert race promised to be a battle between Freitas and Chandler. Aaron Hill grabbed the holeshot with Freitas and Chandler close behind. Freitas passed Hill for the lead in turn three but Hill regained the lead coming out of four with Chandler back in third. The three went into a corner together with Freitas and Chandler both passing Hill down the back straight. Freitas and Chandler battled to the wire with Freitas taking his second win, Chandler second and Hill thrid.

Brian Sansing and Jamie Mason had a good one going in the 250cc Novice final. Sansing led all the way to the last lap with Mason close behind. Sansing bailed off in turn three and forced Mason up high enabling Mike Smith to go under for the win. Mason recovered for second with Steve Mitchell taking third.

The 250cc Junior main event was a two-man battle between Tony Holdsclaw and Dave Walden. Holdsclaw was able to overtake Walden on lap five and went on to the win. Gary Roehlk was third.

The 250cc Experts pulled to the line next for their main. Alex Jorgensen was the first into the corner with Scroggins and Bill Scott in tow. Jorgensen and Scroggins began to pull away on lap two. A three-way battle for third developed between Scott, Doug Chandler and Rich Arnaiz. Scott led going into turn three with Chandler inside him. Arnaiz went for it underneath Chandler clipping him and they both went down. The first three spots were now secure for Jorgensen, Scroggins and Scott as they pulled away from the field.

Results

100 EX: 1. W. Freitas (Yam); 2. K. Chandler (Yam); 3. C. Carr (Yam).
80 JR: 1. S. Casey (Yam); 2. J. Paoli (Yam); 3. R. Hanes (Yam).
80 NOV: 1. W. Freitas (Kaw); 2. M. McDonnell (Yam).
80 EX: 1. W. Freitas (Kaw); 2. K. Chandler (Kaw); 3. A. Hill (Kaw).
250 NOV: 1. M. Smith (Yam); 2. J. Mason (Yam); 3. S. Mitchell (C-A).
250 JR: 1. T. Holdsclaw (Yam); 2. D. Walden (C-A); 3. G. Roehlk (Yam).
360 EX: 1. J. Pittman (Bul); 2. C. Gondola (Yam); 3. D. Huff (Bul).
500 JR: 1. J. Iwanaga (Yam); 2. J. Garner (Yam).
500 EX: 1. C. Scroggins (Hon); 2. M. Inderbitzen (Yam); 3. B. Zakarian (Hon).
250 EX: 1. A. Jorgensen (C-A); 2. C. Scroggins (C-A); 3. B. Scott (Yam).

Church takes Sparkplug Enduro

By ElRae Morgenthaler

BELFAIR, WA, MAR. 30

Steve Church on his new YZ465 dropped only two points to best the 240 riders entered in the Sparkplug Enduro, second event on the Northwest Motorcycle Association-Trail Division schedule. Only three points separated the top 13 finishers at the end of the well-timed 64-mile course. Excellent tight woods trails — around and under rhododendron, through thick, low salal so dense one could hardly find the tail and through young tree farms with just enough road sections to help make up a little time — made for a good day's ride on 13 and 14 mph averages.

Two clubs dominated the top places. Mt. Baker M.C. with a large contingent of riders came away with the first three trophies and placed six in the top 13. The other strong showing was the Bell's Angeles M.C. who came with four riders and placed three in the top 11.

Although well-marked, early event jitters claimed many riders in the first few miles and many were back at the start after only a few minutes had passed. Because of the tight trails, the organizing club, the Bremerton Cruisers, tried a new approach to start times. They ran eight minutes of four riders to a minute, then a space of four empty minutes. This, coupled with the willingness of the slower riders to allow faster riders to pass, prevented bottlenecks in the tight woods sections.

The final check had all the good riders checking through six minutes late. Upon investigation of the problem, it was discovered that although timed for a 15 mph average, it was posted as a 13 mph average. Rather than adjust the scores to reflect the 13 mph average, the check was thrown out.

As at the Coyote event a week earlier, new young riders rode and timed their way to the top spots. My guess is that names like Dana Johnson, Wayne Keezer and Dave Jones will be right up there with Oyler, Bethards, Church and Brown when the season is over.

Trophies were presented to top finishers regardless of class.

Results

1. Steve Churck; 2. Mike Rosser; 3. Carman Bunker; 4. David Jones; 5. Wayne Keezer; 6. Dana Johnson; 7. Charlie Bethards; 8. Don Hammer; 9. Steve Smith; 10. (TIE) Ron Morgenthaler/Van Rhodes; 12. (TIE) Tom Nyhus/Lyle Duronso.

Burnett doubles at Porterville, sets track record

By Bob Hill

PORTERVILLE, CA, MAR. 30

Everything that gets sideways on two, three or four wheels showed up at Porterville Sunday. The Spinners have been rained out twice this year and the track has been under water all winter. The site of the 1979 Short Track Nationals was a new track last year and is also cushioned. This year they swept, packed and swept again to make one of the best-grooved, full one-quarter mile short tracks in the state. District 35 now has a track where DT2s and RAXs work and cut cushion tires don't. The track changed all through practice and the heats. By the time the mains were ready to start there was a wide blue groove.

Blayne Hollenbeck (Fosters Freeze-Sumners Suz) had it dialed in the 80cc Expert heat as he led from start to finish. He came back in the main, inverted the start and did the same thing with Buddy Wilson (Eddie'n Joes Yam) behind him all eight laps. Steve Hill (Target Sales-Clarks Yam) and Ryan Land (Pizza Hut-Yam), despite getting bad starts, worked their way through the pack to grab third and fourth at the checkers.

Hill came back in the 100cc Expert race with another Hollenbeck to race. Ricky Hollenbeck (Fosters Freeze-Sumners Suz) got the holeshot with Hill right behind. On the third lap Hollenbeck missed a gear and Hill was right there with an outside pass in turn one. Hill stayed in the groove and pulled away for the win.

The 250cc Experts were in full force with a lot of fast people, Number One Mike Garrison, Pete Hames, Rob Ely, Steve Monger, Scott Cude, Chad Bettencourt, Leon Verburg and Jim Towes to name a few. Nobody bothered to tell John Burnett how fast all these guys were. Garrison (Garrison Roofing-Yam) got the holeshot with Burnett, Hames and Monger in hot pursuit. On the third lap Burnett (Fresno Kawasaki) got a wheel inside Garrison in Turn Three and had the lead coming down the straight on lap four. Hames (Bills Pipes-Yam) then put a move on Garrison in the same corner the next lap that had to be seen to be believed. Hames got a wheel inside Garrison going into Turn Three that lasted into Turn Four. Neither rider gave an inch and there couldn't have been three inches between them but Hames had a bigger part of the groove and Garrison slipped into the marbles with Hames and Monger getting by. In the meantime, Burnett was showing just how fast the factory Kawasaki could go. Burnett turned a 19:75 lap on the sixth lap. On the white flag lap he turned a 19.72. The old track record set last year by Doug Garrison was 20.05.

Special thanks should go to D-35 Congressman Don Jennings. Jennings has been clocking all the races in D-35 this year and the stopwatch tells the real story. Burnett came back in the 500cc Expert race to make it two wins for the day. Burnett rode a Joe Miller-built and tuned Yamaha 500. Derek Land, riding a Muzzy-built Yamaha 500 was in it all the way but Burnett was right on all day.

Results

PEE WEES: 1. Arthur Mathias (Suz); 2. Jason Craven (Yam); 3. Mike Lucio (Suz).
80 NOV: 1. Duane Wilson (Yam); 2. Glenn Fujioka (Yam); 3. Mark Wellendorf (Yam).
80 JR: 1. Jerry Hager (Yam); 2. Mike Price (Yam); 3. Rodney Fallert (Yam).
80 EX: 1. Blayne Hollenbeck (Suz); 2. Buddy Wilson (Yam); 3. Steve Hill (Yam).
100 NOV/JR: 1. Glenn Fujioka (Yam); 2. Ricky Banuelos (Yam); 3. John Hattesen (Yam).
100 EX: 1. Steve Hill (Yam); 2. Ricky Hollenbeck (Suz); 3. Craig Howard (Yam).
125 NOV/JR: 1. Mark Davis (Yam); 2. Mike Dwelle (Yam); 3. Mike Jones (Yam).
125 EX: 1. Robert Land (Yam); 2. Ricky Hollenbeck (Suz); 3. Dennis Rodriguez (Yam).
200 NOV/JR: 1. Bobby Banuelos (Yam); 2. Leonard Gainey (Yam); 3. Stuart Deford (Yam).
200 EX: 1. Richard Hager (Yam); 2. Jim Rose (Yam); 3. Jim Taves (Yam).
250 NOV/JR: 1. Scott Dunlavey (Yam); 2. Chuck Thompson (Yam); 3. Bobby Owens (Yam).
250 EX: 1. John Burnett (Kaw); 2. Pete Hames (Yam); 3. Steve Monger (Yam).
500 NOV: 1. Joe Sorea (Yam); 2. Steve McWilliams (Yam); 3. Dave Andrews (Yam).
500 JR: 1. Scott Dunlavey (Yam); 2. John Hill (Yam); 3. Scott Creager (Yam).
500 EX: 1. John Burnett (Yam); 2. Derek Land (Yam); 3. Shawn Leipold (Yam).
OPEN NOV/JR: 1. Tommy McKinney (Yam); 2. Chuck Evans (Yam); 3. Rick Mattos (Yam).
OPEN EX: 1. Doug Garrison (Yam); 2. Jack Rothstein (Tri); 3. Tom Francisco (Yam).

SHR scrambles victory to Jorgensen

By Roy Hartbauer

BRENTWOOD, CA, MAR. 28

Alex Jorgensen again overcame the competition as he rode his 250cc Can-Am to victory in the combined 250cc/Open Expert main event at the Sand Hill Ranch scrambles. Jorgy topped some of the best this week as Steve Eklund was again on hand along with some of Nor Cal's top locals on the Friday night course.

Alan McGehee led off the starting line of the main event and it seemed that the Can-Am-sponsored rider had it all together. Within two laps, however, Jorgensen had moved into the lead leaving McGehee in the all-too-familiar second spot. John Tavis held down third as the Faria brothers, Mike and Dave, both got by Eklund moving the champ into sixth. Alex began to stretch his lead as both the Farias got by Tavis. Dave began making moves on second but threw a chain in the final lap and at the finish it was Jorgensen, McGehee, Mike Faria, Tavis and Eklund.

Jim Hartbauer cruised for the heat race win in the Vets/Old Timers race and seemed bound to repeat in the main event. Mike Underhill changed the plans a bit as he got by Hartbauer in the sweeper and rode flawlessly for the remainder of the race for the win. Hartbauer held onto second with Bill Evans in third. Mike Crosby finished as the top Novice in the class.

Underhill's bid for a double victory came to an end in the Open Junior race when he went down in the far corner dicing for the lead with Joe Heckmann. David Lehman moved into second and gave chase to Heckmann but also met with the ground in the same corner a lap later. Heckmann cruised in for the win as Lehman recovered for second.

Ken Klein grabbed the 250cc Novice win as he ran away from the field. Mike Chauncey was on his way to a strong second place but Ron Dinapoli closed the gap and finally passed Chauncey to snatch the second spot.

Frank Madrid and Robie Roberts battled for the lead in the Open Novice race with Roberts, on the Honda 500, coming out on top. Madrid followed in a close second as Herbie Simon took third.

Results

80cc NOV: 1. T. Flores (Suz); 2. C. Plain (Yam); 3. R. Davis (Yam).
80cc JR: 1. C. Bissell (Kaw).
50cc: 1. M. Young (Yam); 2. M. Pascarella (Yam); 3. O. Leff (Yam).
125cc NOV: 1. G. Hoover (Yam); 2. J. Forseth (Suz); 3. B. Moseman.
VETS/OT: 1. M. Underhill (Yam); 2. J. Hartbauer (Yam).
250cc NOV: 1. K. Klein (Suz); 2. R. Dinapoli (Hon); 3. M. Chauncey (Mai).
OPEN JR: 1. J. Heckmann (Yam); 2. D. Lehman (Yam).
OPEN NOV: 1. R. Roberts (Hon); 2. F. Madrid (Mai); 3. H. Simon (Mai).
250cc/OPEN EX: 1. A. Jorgensen (C-A); 2. A. McGehee (C-A); 3. M. Faria (Yam).

Burgett wins Thurston-Grays Harbor GP

By Richard L. Thompson

OLYMPIA, WA, MAR. 23

The new Thurston-Grays Harbor ORV Sportspark opened today with a Grand Prix held on a four-mile long course. Yamaha factory motocrosser Rick Burgett took the winner's share of the Pro purse.

Burgett got away from the LeMans start next to last but managed to move out front on the second lap of the two-hour race. Doug Raines rode hard in second and managed to slip by while Burgett pitted for gas. His lead was short-lived, however.

Buck Murphy battled with Tom Poage for third but Poage ran into chain problems on the last lap and was passed by Rob Lumsden.

Mike Larson ran away with the Mini A class and Charles Barnhart aced the Mini Bs.

The Amateurs ran a solid hour. Jim Sevenson won the 100 B class. Jeff Moore and Mark Studer fought for first in the 125 B class with Moore taking the win. Dean Biddle was first in the 250 Bs and Tom McIntyre won the Open B.

Tom Tracy on a new 465cc Yamaha won the Over The Hill class and Len Edwards took the Old Timers. Even Richard Burgett, Sr. ran a respectable fourth in the Old Timers. ●

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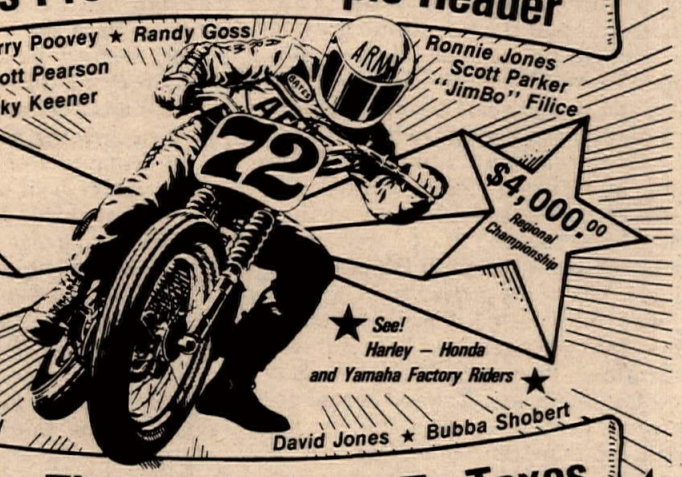

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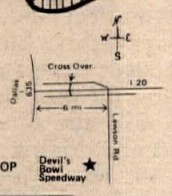

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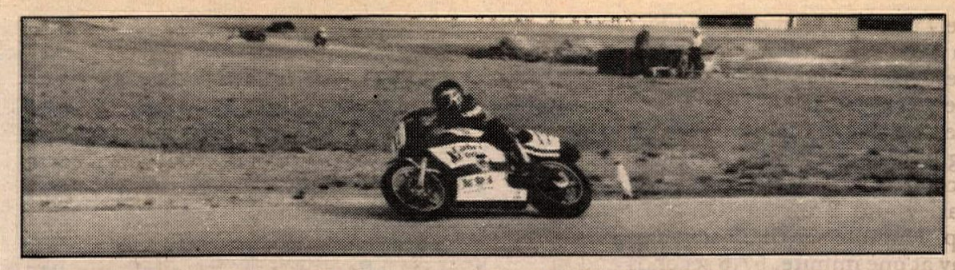

Hugh Humble smoked while the sun shined in the CRRC Formula 1/Open GP.

Maby McIntyre sweeps Pro classes at Alamo

By SDRA

ALAMOGORDO, NM, MAR. 30

Beverly and Mike McGrath, with help from Yamaha of Alamogordo, put on another well-run race at the La Luz stadium motocross track. This was the last race before they go to night races. A $700 Pro purse was up for grabs and after the races, there was a 45-minute moto with a $50 first-place prize.

Maby McIntyre was the man to beat as he walked off with six motos. Scott Logston recovered from a bad day riding in three classes to win the 45-minute moto.

As the 250cc Pros left the line for the first moto, Logston (Yam) locked bars with Maby (Kaw) and Shaun Perrero (Yam) causing him to go down hard before he got five feet from the gate. The officials called a restrart. On the restart, Mike Haynes (Yam) led the pack around the first turn. Maby and Scott were back in the rear of the pack moving up. As Logston moved into fourth, he went down in a turn. Something seemed to be bothering him as he got up and rode straight to the pits. McIntyre worked his way up to Haynes and tried a wild pass over the large whoop-de-doos with both riders colliding in the air. Haynes recovered and held his lead. On the next lap, McIntyre found a way around and went on to win. Haynes bent his bars in his meeting with McIntyre and had to slow a little. Perrero took advantage of this and went to second before the checkered.

In the second moto, Logston and Perrero led the charge. Perrero tried to take the line from Logston over the jumps causing both riders to go down, though. McIntyre, unable to stop, landed on Logston's bike, putting it out of commission for the rest of the moto. Haynes took the lead but "Bad Brad" Tabor (Yam) went around then crashed, giving Haynes the lead again. McIntyre couldn't be stopped, though, and worked up to first with two laps to go. Haynes held on to second with one of the twins, Tracy McIntyre, third. This is only Tracy's second time on a 250cc bike; he's not big enough, but no one has told him that!

In the 45-minute, 26-bike, winner-take-all moto, McIntyre came from sixth to first and looked like a sure winner when his Kawasaki broke. Logston, who started in fifth, moved up to second just before the halfway mark. Then he set out after Perrero who was leading. Just when Scott caught Shaun, he ran into a downed rider, loosing a lot of time. Scott got going again and with two laps to go, took over the lead and went on to win. Shaun came in second, a lap ahead of Haynes in third.

Results

125 EX: 1. Maby McIntyre (Suz); 2. Tracy McIntyre (Yam); 3. Scott Logston (Yam).

250 EX: 1. Maby McIntyre (Kaw); 2. Mike Haynes (Yam); 3. Tres Craig (Yam).

OPEN EX: 1. Maby McIntyre (Yam); 2. Shaun Perrero (Yam); 3. Tony Iovinelli (Yam).

125 AM: 1. Chris Ikard (Yam); 2. Dion Dulany (Yam); 3. David Tarin (Yam).

250 AM: 1. Danny Suggs (Suz); 2. Lorne Wofford (Yam); 3. Tony Boor (Yam).

OPEN AM: 1. Jeff Black (Yam); 2. Joe Worthen (Yam); 3. Bebo Lee (Yam).

125 NOV: 1. Chris Roth (Suz); 2. Brian Addington; 3. Chris Tinnell (Suz).

250 NOV: 1. Rick Barney (Hon); 2. Brian O'Dell (Yam); 3. Jerry Cook (Suz).

OPEN NOV: 1. Steve Fullbright (Yam); 2. Judd Rollins (Yam); 3. Kenton Ewing (Yam).

80 AM: 1. Justin Ikard (Hon); 2. David Bowen (Yam); 3. Mikel McGrath (Yam).

MICRO MINI: 1. Billy Smith; 2. Gilbert Parra.

Humble and Stephenson reign at CRRC RR

By Mike Reilly
Photo by Billy Click

The first half of the two-day CRRC road race extravaganza at Texas World Speedway, the first of 10 such affairs scheduled in 1980 at three different tracks, came off without a hitch. Twenty-six teams participated in the Four Hour Endurance Race held Saturday afternoon. The event was held under beautiful skies on the fast TWS three-mile road course. The overall winner was the team of Paul Stephenson, Dan Morrison and Dave Robinson. This veteran endurance trio raced a spanking new (only 40 miles on the odometer) Suzuki GS 750ET 16-valver and completed 108 laps for a distance of 324 miles and an average speed of 81 mph. But while everything was just peachy for the Endurance race, the 30-mile sprints on Sunday were the scene of quite a few dampened spirits.

Rain descended upon the speedway early Sunday morning with a cold, wet grip that didn't turn loose until late afternoon. And while CRRC road racing is rain or shine, more than a few competitors were caught with their Goodyear slicks down. A greasy, slippery 30-degree banking is bad enough; but trying to negotiate through an infield that has more water holes than a sponge proved more of a risk than many riders were willing to challenge. So a smaller than expected bunch of die-hards lined up for the class features and not surprisingly, lap times set today were no threat to the track records.

Luckily for Hugh Humble and the rest of the Formula I/Open GP pilots, the rain had stopped and the track had dried in plenty of time for their 30-miler late in the day. Hugh came up from Houston with his John Klaus-tuned, Bimoto-framed, Lubri-Lon-sponsored Kawasaki for some high speed tuning as a follow up to the team's last engagement in the Daytona 200. The plan was just to try out some different cams, but with a dry track there just seemed to be no reason not to unwind the big dude.

Despite no practicing, Humble seemed right at home as he immedi-

ately took the lead over Bobby Goodin on a Ducati and Kevin Brunson and Steve Darley on TZ 250 Yamahas as the pack completed the first lap. By the sixth lap Humble's Kawasaki was eight seconds ahead of a tight draft for second that involved the TZ aces Darley and Brunson. On the seventh lap, Humble set the fastest lap of the day at one minute, 57.6 seconds and in the process enlarged his lead over his pursuers.

Darley and Brunson had long given up on catching Humble and instead concentrated on how to set up each other for a slingshot pass at the finish. Kevin must have had a better plan because he followed Steve down the front straight on the final lap and nipped him at the flag by three feet. Bobby Goodin finished fourth and Dan Reed on another Ducati was fifth. For the Lubri-Lon team things had worked out rather well. Humble earned his first win of the season and much information about the Bimota Kawasaki was learned that will help John Klause prepare for a year of CRRC and AMA Formula One racing.

Earlier in the day, Darley and Brunson had squared off against each other in rounds one and two. Both have just returned from successful ventures at Daytona and were feeling their oats. The Formula Three/250 GP race was run on a still slick track but Darley managed to wiggle his Jerry Ehlers-tuned TZ into the lead as Brunson struggled with a fouled plug for two laps. By the time Kevin's A.A. Harper Yamaha kicked in the other cylinder, Darley was 25 seconds ahead. Youngster Kevin, the fourth place finisher in the Daytona Novice race, closed within 10 seconds of Darley towards the end but ran out of time. William Harding on an erratic running 400cc Honda took third over Bill Syfan on a faired Can-Am.

Brunson lined up for another shot at Darley in the Formula Three/500 GP final but didn't have much luck. Once again Steve blasted away from the field and on a tackier track dropped his laps down to the two minute, three second range en route to another big lead. Kevin pitted on lap four and after two laps worth of repairs reentered the race for an eventual fifth place. Harding and R.J. Gamble rode their Hondas to second and third ahead of Cameron Chanslor.

In the small-bore GP classes, the best action was in the 200 GP class. Robert Byars had command of the race from the very beginning on his Suzuki but on the final lap it started to slow down. George Lloyd and Bill Syfan, who had swapped the second position on their modified Can-Ams, grabbed the opportunity of Byars' misfortune and raced to the checkered flag for the win. Lloyd pulled the famous TWS slingshot on Syfan and won as Byars limped across for a disappointed third. Keith Braud won the 125 GP tiddler class beating Paul Hightower and Joseph Macy.

Paul Stephenson from Lake Dallas, the defending champion in five CRRC classes from 1979, *only* won three events today to kick off his 1980 season. Paul dazzled the crowd with his masterful control during the Open Cafe class that was run in a driving rain. While the rest of the pack tiptoed around the track, Stephenson splashed home to victory with over a minute lead by the end of the contest. Finshing second behind Paul's Honda 750F was Vernon Davis on another 750F and Allan Johnson on a Honda CBX. Davis and Johnson dueled within a few feet of each other the final three laps for what was an excellent race under miserable conditions.

Stephenson returned with his Dave Rash-tuned D/FW for another victory in the 750 Cafe class. The track was still puddled when this event was flagged off, but Ronnie Lundsford obviously doesn't mind the old spray in the face. The spray came from the rear tire of Stephenson's Honda because Ronnie was never more than inches away the entire 30 miles. Ronnie's performance on his Northwest Honda 750F was a surprise to many onlookers because there haven't been many people who could stay with the Hogman for 10 laps. Davis was third on another Honda after he broke free from a three-rider tangle on the final lap to edge Ray Brockie on a Laverda and Glen Heintschel on a Kawasaki KZ750.

Paul Stephenson swapped his D&D Ent. after-market exhaust pipe for the stock unit and the "legal beagle" was ready for the 750 Production final. Paul took the lead in the first turn over Glen Heintschel, Chuck Day and Ronnie Lundsford. By the end of the race Paul had a comfortable lead and Lundsford had passed both Chuck and Glen for second.

Allan Johnson and his Honda CBX six-cylinder didn't seem to come to grips with the TWS road course when the day was drizzly but once the sun came out, Allan shined too. The big Honda hooked up right from the start of the Open Production class to lead over Lundsford, Charles Brothers on a GS 1100 Suzuki and Stephenson. On lap two, Brothers in his first ride on the Dave Cook-sponsored Suzuki slipped off the fast line and Stephenson moved into third. Several laps later Paul moved around Lundsford as they dived into the infield off the banking and snatched away second, but Johnson was well in command of the race by this time. Johnson set the fastest lap of the day for the Production bikes at 2:05.5 on lap seven, taking the win over Stephenson, Lundsford and Brothers.

Jake "the Snake" DeBoe dominated the 655 classes, both Production and Cafe, on a recently purchased KZ 650 Kawasaki. The Production race was sparked by an intense dice between Jake and Robert Harkins that lasted for the first five laps. The pair swapped the lead twice each lap; DeBoe was fastest on the banking but Harkins on an RD 400 Yamaha was nimblest in the infield. DeBoe's horsepower finally managed to wear down Harkins' inspired challenge and they finished first and second over Brothers and Tim McGuire.

No one was willing to give Jake a break this day as he had to fight for his life in the 655 Cafe class as well. In this race Ronnie Lundsford on a Honda 498cc four cylinder and Tim McGuire on his trusty RD 400 chased DeBoe relentlessly for the 30 miles but Jake held on for his second win of the day.

McGuire, from Lewisville, rode the Carter's Yamaha to victories in both the 410 Cafe and 410 Production classes. Tim, who has been a 500cc specialist for several years now, might have finally established himself as the man to beat. In the Production final Tim not only had to battle an on-again, off-again rain shower, but several close encounters with chargers Harkins and Brothers. Brothers lost his bid when he slid down in a slow corner, but was able to quickly remount for third at the end. Harkins was in the hunt until the final turn on the last lap when his Yamaha failed and Robert was forced to gallantly

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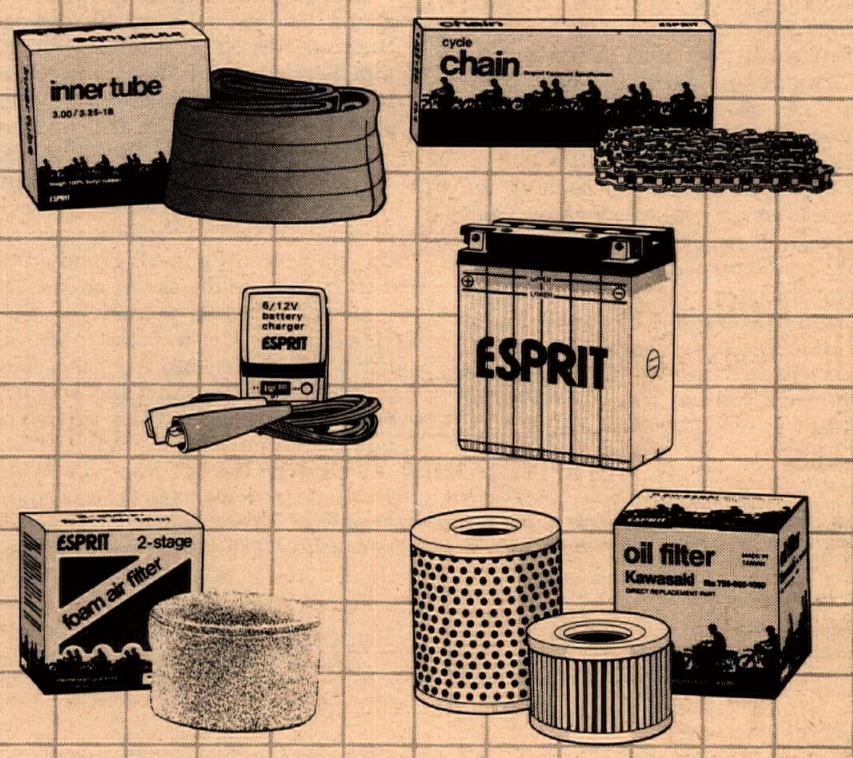

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push it across the finish line. George Praiswater inherited second when Harkins stopped and took the flag about 20 seconds behind Tim.

Later in the day when the road course dried, McGuire picked up his second win of the day and was even able to see which way he was going. Tim won the 410 Cafe class beating Praiswater and Richard Haecker, all three aboard RD 400 Yamahas.

Can-Am riders swept both the 250cc Production and Cafe classes. Nothing really surprising about that, however. It started off good but ended dull in the Production race as Mark Toth beat Denny Turnbull and Jim Boldein. Mark was able to open up a five-second advantage by the end of that event. In the Cafe class final, the fireworks lit up on lap six as previous leader Duncan Paul pitted with terminal problems with his RD 250 and turned the race over to Bucky Patterson and Bill Syfan. But they barely had time to size each other up as Patterson crashed in the next turn and Syfan went on to win over George Lloyd by 15 seconds.

Results

FORMULA I—OPEN GP: 1. Hugh Humble (Kaw); 2. Kevin Brunson (Yam); 3. Steve Darley (Yam).

FORMULA II-500 GP: 1. Steve Darley (Yam); 2. William Harding (Hon); 3. R.J. Gamble (Hon).

FORMULA III-250 GP: 1. Steve Darley (Yam); 2. Kevin Brunson (Yam); 3. William Harding (Hon).

FORMULA IV-200 GP: 1. George Lloyd (C-A); 2. Bill Syfan (C-A); 3. Robert Byars (Suz).

FORMULA V-125 GP: 1. Keith Braud (Hon); 2. Paul Hightower; 3. Joseph Macy.

OPEN CAFE: 1. Paul Stephenson (Hon); 2. Vernon Davis (Hon); 3. Alan Johnson (Hon).

750 CAFE: 1. Paul Stephenson (Hon); 2. Ronnie Lundsford (Hon); 3. Vernon Davis (Hon).

655 CAFE: 1. Jake DeBoe (Kaw); 2. Ronnie Lundsford (Hon); 3. Tim McGuire (Yam).

410 CAFE: 1. Tim McGuire (Yam); 2. George Praiswater (Yam); 3. James Haecker (Yam).

250 CAFE: 1. Bill Syfan (C-A); 2. George Lloyd (C-A); 3. Chris Fox (Yam).

OPEN PROD: 1. Allan Johnson (Hon); 2. Paul Stephenson (Hon); 3. Ronnie Lundsford (Hon).

750 PROD: 1. Paul Stephenson (Hon); 2. Ronnie Lundsford (Hon); 3. Glen Heintschel (Kaw).

655 PROD: 1. Jake DeBoe (Kaw); 2. Robert Harkins (Yam); 3. Charles Brothers (Yam).

410 PROD: 1. Tim McGuire (Yam); 2. George Praiswater (Yam); 3. Charles Brothers (Yam).

250 PROD: 1. Mark Toth (C-A); 2. Denny Turnbull (C-A); 3. Jim Boldin (C-A).

Texas Hillclimb season starts at Mineral Wells

By Diane Polley

MINERAL WELLS, TX, MAR. 23

The first Texas hillclimb of the season was also the AMA Qualifier. This was the first climb for most of the 125 riders since December and they had more than their fair share of troubles which seemed to hit the favorites more than usual. James Blanton really had his 750cc Triumph moving when all of a sudden his ride ended at 120 feet. When the dust cleared, he discovered the bike had thrashed the lower end. Most of the problems were not that bad, just things like thrown chains, bad gearing and the usual assortment of bugs that hit all hillclimbers.

The day began with a slight rain that continued until just before starting time. Even though it made things sticky, it was welcomed. The hill had been dozed Saturday and part of the parking area had been groomed. Combined with the high winds, this made the dust almost unbearable. Traction was almost too good for the small bikes, but by the time the big bikes came along things were better.

David Carder (Bul) started the 250cc class off right. He went over the 400-foot hill in 15.59 seconds. Robbie Bailey (Bul) was right behind him with a 16.07 second ride. Charles Ford (Suz) from Colorado must have liked the extra oxygen. He took his bike to the top in 15.78 seconds and the hometown boys could not touch him. Ford sewed things up on his second run in just 14.37 seconds.

John Blanton and Jim TerLoow unveiled new 465cc Yamahas but they were both worried about whether they had them set up right. At the end of the first run TerLouw from Iowa was in second and Blanton in third behind David Anderson on an SC Yamaha. Blanton turned a 14.21 second time and TerLouw a 14.50 seconds to finish in first and second followed by Anderson, a close third with 14.51 seconds.

The big boys were after Will Alford and his 750cc Kawasaki. They wanted to break his top time winning streak at Mineral Wells and today seemed to be the day with the well-groomed hill. TerLouw came the closest on his Kawasaki with a 13.98 second run in the 750cc class. He was the only other rider to break into the 13's beside Alford. Alford's top time was 13.51 seconds. The Open class riders could not touch him.

The next Texas climb will be April 13 at Red River Cycle Ranch near Muenster. This will be a completely new hill and the first bike will touch it then. This is a change from the announced schedule.

Results

0-85: 1. Jim Hopkins (Suz) 19.42.

100: 1. Ronald Meeks (Suz) 17.46; 2. Jackie Anderson (Yam) 18.45; 3. Jim Hopkins (Kaw) 340 ft.

125: 1. Danny Brown (Yam) 17.46; 2. Robbie Bailey (Bul) 18.45; 3. Jeff Fish (Hon) 189 ft.

200: 1. John Blanton (Bul) 14.66; 2. Jeff Phillips (Suz) 19.11; 3. Russell Meeks (Bul) 20.19.

250: 1. Charlie Ford (Suz) 14.37; 2. Robbie Bailey (Bul) 14.67; 3. James Woodruff (Suz) 15.22.

370: 1. Will Alford (Bul) 14.42; 2. Mike Polley (Bul) 14.73; 3. Corky Dawes (Yam) 15.14.

500: 1. John Blanton (Yam) 14.21; 2. Jim TerLouw (Yam) 14.50; 3. David Anderson (Yam) 14.51.

750: 1. Will Alford (Kaw) 13.51; 2. Jim TerLouw (Kaw) 13.98; 3. Henry Polley (Tri) 14.90.

OPEN: 1. Tom Anderson (Tri) 14.85; 2. Mike Polley (Tri) 15.10; 3. Frankie Cooper (Yam) 18.88.

MINI: 1. John Alford (19.51 sec.); 2. Charles Dawes (245 ft.); 3. Jackie Anderson (245 ft.).

125 NOV: 1. Brad Nichols; 2. Steve Ethridge; 3. Tony Oldham.

250 NOV: 1. Jimmy Nichols (17.51); 2. George Sanders (19.33); 3. Jeff Phillips (320 ft.).

OPEN NOV: 1. Jimmy Nichols (15.97); 2. Jimmy Hammack (21.82); 3. David Carder (325 ft.).

EXHIBITION: 1. Will Alford (13.95); 2. John Blanton (14.11); 3. Tom Anderson (14.65).

MINI 50: 1. Jerry Hammack; 2. Brian Nichols; 3. Amy Cooper.

MINI MINI: 1. Duffy Douglas; 2. Donnie Pardue; 3. John Headrick.

Sullivan, Spencer and Anderson take top honors at Whitney

By Charlie Wiese

LAKE WHITNEY, TX, MAR. 23

On a day that presented the riders with some less than desirable conditions during the morning program, the afternoon racing improved with every drop of the starting gate as the track dried to perfection, much to the delight of Pro riders Randy Sullivan, Kirk Spencer and Monte Anderson who dominated their events.

The day's racing got off to a blazing start as Brandlyn Ready (Yam) burned the Mini Junior competitors in consecutive motos. Ready was unstoppable as he came from behind in both rounds to take top honors as Peter Thornfield (Suz) moved up to second with a pair of fine rides. Craig "Thunderbolt" Jackson (Suz) followed in third with David Barnhill (Yam) putting his "yellow bird" in the fourth slot.

Tim Long (Yam) took the Mini Senior overall with a pair of brilliant rides. First round winner "Killer" Carroll Richardson (Yam) wound up second when a slow start dropped him to third in round two. Brent "Stud Duck" Carrizales (Yam) was third with consistent 3-4 finishes as Danny Storebeck (Yam) ended up fourth. Second round winner Bryan "Boom Boom" Abernathy (Yam) got fifth as a result of a distant 11th in round one action.

"Ramblin'" Ray Neal (Yam) came back from a first moto second to take the overall win with a come-from-behind win in round two. Dirty, mean and nasty Doug Clark (Yam) wound up second with a 3-2 performance that had Clark shadowing Neal in round two. First moto winner, T.C. Carter (Yam) dropped to third with a seventh in the tough second round.

Rick "The Stick" Standifer (Yam) aced the 100cc class with consecutive moto victories. Standifer won a three-way battle that left Shannon Murray (Yam) in second with a 3-2 tally and Paul York (Yam) in third with a 2-3 effort after first round threat, Brent "Stud Duck" Carrizales (Yam) became the victim of a DNF in round two.

Dale Storbeck (Yam) took the competitive Micro Mini class with a 1-2 tally. Storebeck was chased by Dennis Richards (Yam) who was second with a 3-4 effort as Sugar Bear Reynolds (Suz) came back for third after a first round seventh.

Due to the large number of entrants the "nervous Novices" in 125cc class action were split into two divisions. Division one had Shannon McMahon (KTM) on top in both action-filled motos. The three-way battle for the number one slot had Chris "Rocket" Retra (Hon) in second behind McMahon and "The Stick" in third at the end of two rounds.

Division two had Russell Brown (Yam) putting his "yellow bird" at the head of the overall column with a pair of fine rides. Jack "Squirrelly" Wehrle (Yam) was second after two rounds with Scott Bridges (Hon) breaking into the top three with a second moto win.

250cc Novice racing rounded out the morning program with Greg Beach (Hon) taking the overall with a 1-2 effort on the "red rocket." "Flyin'" Flynn Coon (Yam) put his "yellow bird" in second with a pair of three's as second-round winner Bryan Edwards (Hon) rounded out the top three with a fine effort in round two.

Afternoon practice followed a short break for track maintenance which was in turn followed by the exciting 125cc Intermediate class. "Red Rocket Ace" Rodney Wiginton (Hon) aced the competition in consecutive motos as he and Chuck "The Hulk" Dawson (Suz) left the competition to battle for third with Mark Moseley (Yam) receiving the nod.

The 125cc Pros pounded the Texas turf next with "Fluid Form" Randy Sullivan (Hon) taking both action-filled rounds. In round one, Sullivan recovered from a mid-pack start to lead by the halfway point as Mike Brownlee (Kaw) and "Jammin'" Jimmy Martin (Hon) pursued the youthful rider. By moto's end Sullivan was racing by himself (he continues to dominate the 125cc Pros) with Brownlee a distant second and Martin third.

Round two had Sullivan on top early as he departed from the crowd with Brownlee holding down second for the duration as Michael Martin (Yam) took over the third slot and the "Jammer" dropped to the fifth spot, behind Rueben Alonzo (Suz). Sullivan held a marginal lead at the finish as Brownlee held down second after departing from the field with Michael Martin moving to third, Alonzo in fourth and Jimmy Martin fifth. Overall it was Sullivan, Brownlee, M. Martin, Alonzo and Mark Dawson (Suz).

Bill Howe (Hon) devastated the 250cc Intermediate class with a pair of brilliant holeshots that carried him to easy victories. Howe was on top all afternoon as Johnny Portman (Hon) was second with a 5-2 tally. Eric Berg (Yam) and David Lux (Yam) rounded out the top four in the action-filled event.

The 250cc Pros literally pounded the gate next with Kirk Spencer (Yam) taking advantage of the poor starts of competitors Ricky Blackwell (Hon) and "Magic" Monte Anderson (Yam). Spencer departed early as Blackwell quickly worked his way to second by mid-moto with Anderson in pursuit. Robbie Pannell (Bul) and Kirk Dillon (Yam) had their own race for fourth and fifth with Dennis "Skylab" Hawthorne (C-A) joining the battle by moto's end. Round one ended with Spencer holding on to first as Blackwell closed the gap to a few seconds. Anderson was an easy third, Pannell fourth, Mike "Dr. J" Jones (C-A) fifth, "Skylab" sixth and Dillon seventh.

Round two began with another test of the gate as Spencer moved into the lead by the end of lap one. Anderson pursued closely this time with Blackwell again hung up in traffic. By mid-moto Spencer had accumulated a safe lead as Anderson was equally as safe in second with Blackwell breaking away from traffic in third. As the battle ended, Spencer was counting his first-place money with Anderson second for second overall. Blackwell rounded out the top three in third overall with Pannell fourth, Dillon fifth and Hawthorne sixth.

The Open Intermediate battles followed shortly thereafter with Gary "The Nose" Mason (KTM) taking his European mount to the winner's circle. Mason took both action-filled rounds as Jeff Kring (C-A) followed closely in second with Kenny "Quick Draw" McGraw (Yam) in third after two rounds.

Open Pro action topped off the action-filled day as "Magic" Monte took top honors by winning both rounds of racing. Round one had "Magic" taking the lead from Spencer on lap one of the 10-lap event. The pair of speedsters put on a show from that point with "The Kid" keeping "Magic" in his sights. Round one came to an end with Anderson on top as Spencer followed. Third place went to Joe Smith (Yam) who made a fine effort to stay ahead of the red bikes of Adam Cox (Mai) and John Kolbensvik (Mai). Round two was much the same as Anderson slipped under Spencer in a sweeper to lead for the duration. Overall it was Anderson, Spencer, Smith, Cox and Kolbensvik. ●

Results

MINI JR: 1. Brandlyn Ready (Yam); 2. Peter Thornfield (Suz); 3. Craig Jackson (Suz).

OVER 30: 1. Ray Neal (Yam); 2. Doug Clark (Yam); 3. T.C. Carter (Yam).

MICRO MINI: 1. Dale Storebeck (Yam); 2. Dennis Richards (Yam); 3. Sugar Bear Reynolds (Suz).

125 NOV II: 1. Russell Brown (Yam); 2. Jack Wehrle (Yam); 3. Scott Bridges (Hon).

125 INT: 1. Rodney Wiginton (Hon); 2. Chuck Dawson (Suz); 3. Mark Moseley (Yam).

250 INT: 1. Bill Howe (Hon); 2. Johnny Portman (Hon); 3. Eric Berg (Yam).

OPEN INT: 1. Gary Mason (KTM(; 2. Jeff Kring (C-A); 3. Kenny McGraw (Yam).

MINI SR: 1. Tim Long (Yam); 2. Carroll Richardson (Yam); 3. Brent Carrizales (Yam).

100 NOV: 1. Rick Standifer (Yam); 2. Shannon Murray (Yam); 3. Paul York (Yam).

125 NOV I: 1. Shannon McMahon (KTM); 2. Chris Retra (Hon); 3. Rick Standifer (Yam).

250 NOV: 1. Greg Beach (Hon); 2. Flynn Coon (Yam); 3. Jerry Massengale (Hon).

125 PRO: 1. Randy Sullivan (Hon); 2. Mike Brownlee (Kaw); 3. Michael Martin (Yam).

250 PRO: 1. Kirk Spencer (Yam); 2. Monte Anderson (Yam); 3. Rick Blackwell (Hon).

OPEN PRO: 1. Monte Anderson (Yam); 2. Kirk Spencer (Yam); 3. Joe Smith (Yam).

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CALENDAR

CHAMPIONSHIP EVENTS

1980 AMA/Winston Pro Series Schedule

5/4	San Jose, CA/M
5/10	Gardena, CA/H-M
5/31	Louisville, KY/H-M
6/1	Elkhart Lake, WI/RR
6/7	Harrington, DE/H-M
6/15	Loudon, NH/RR
6/20	Hinsdale, IL/TT
6/22	Columbus, OH/H-M
6/29	Braselton, GA/RR
7/5	Topeka, KS/H-M
7/12	Castle Rock, WA/TT
7/19	Gardena, CA/TT
7/27	DuQuoin, IL/M
8/1	Hinsdale, IL/ST
8/3	Peoria, IL/TT
8/3	Laguna Seca, CA/RR
8/16	Cedar Rapids, IA/H-M
8/17	Pocono, PA/RR
8/23-24	Indianapolis, IN/M
8/31	Pittsburgh, PA/H-M
9/7	Syracuse, NY/M
9/14	Tulsa, OK/H-M
9/21	San Jose, CA/M
10/4	Gardena, CA/H-M

All dates & locations subject to change

1980 AMA National MX Schedule

5/18	Southwick, MA/125-250
5/25	Mt. Morris, PA/250-500
6/1	Buchanan, MI/250-500
6/8	Atlanta, GA/250-500
6/15	Lakewood, CO/250-500
6/29	Sears Point, CA/125-500
7/6	Washougal, WA/125-500
8/24	Binghamton, NY/125-500
8/31	St. Petersburg, FL/125-500

1980 AMA Supercross Series Schedule

4/26-27	Pontiac, MI
5/3-4	New Orleans, LA
5/10	Kansas City, MO
7/12-13	Los Angeles, CA
8/9-10	Philadelphia, PA

1980 Trans-USA Series Schedule

9/21	Lexington, OH
9/28	Buchanan, MI
10/5	New Berlin, NY
10/12	Braselton, GA
10/19	Sears Point, CA

1980 AMA National Enduro Schedule

Western Region

5/18	100 mi. Nat'l Lobos, Inc. Oregon City, OR 503/656-5801

Central Region

6/15	100 mi. Nat'l Range Riders MC Grand Rapids, MN 218/326-6772
8/17	200 mi. Nat'l. Lansing MC Lansing, MI 517/374-8193
10/5	100 mi. Nat'l IN/IL/KY Enduro Riders Ass. Evansville, IN 812/867-2937
10/19	100 mi. Nat'l Forest City Riders Rockford, IL 815/399-9233
11/9	Tulsa Enduro Riders Assn. Tulsa, OK 918/258-2641

Eastern Region

8/24	100 mi. Nat'l Greylock Riders MC Pittsfield, MA 413/443-6369
8/31	Columbia Enduro Riders Assn. Columbus, SC 803/356-4556
10/12	150 mi. Nat'l. Enduro Riders Assn. Columbus, OH 614/272-8146

1980 ISDT Qualifier Schedule Two and three day Reliability Trials

4/19-20	Tulsa, OK Tulsa Trail Riders Jenks, OK 918/583-5485
4/26-27	Glendale, CA Sunland Shamrocks MC Sunland, CA 213/243-1101
5/10-11	Rose City, MI Bentwheels Comp Club Utica, MI 313/247-1039
5/24-25-26	McMinnville, OR Trask Mtn. MC McMinnville, OR 503/472-3828
5/31-6/1	Bellingham, WA Mt. Baker MC Bellingham, WA 206/734-8631

1980 NMRA Drag Race Schedule

*4/25-27	State Capitol Dragway NHRA Cajun Nationals Baton Rouge, LA
5/24-25	New England Dragway Epping, NH
6/14-15	Edgewater Raceway Park Cincinnati, OH
6/28-29	Indianapolis Raceway Park Indianapolis, IN
8/9-10	Fremont Raceway Fremont, CA
**8/27-9/1	Indianapolis Raceway Park U.S. Nationals Indianapolis, IN
10/4-5	Atco Dragway Atco, NJ
**10/18-19	Ontario Motor Speedway NHRA World Finals Ontario, CA

*Pro Stock Bike event only
**Top Fuel Bike event only

1980 IDBA Drag Race Schedule

4/19-20	Spring Nationals Gulfport, MS
5/17-18	Sunshine Nationals Memphis, TN
6/7-8	Supernationals Louisville, KY
8/16-17	Summer Nationals Washington, DC
9/13-14	Lone Star Nationals Houston, TX
10/11-12	World Finals Gulfport, MS

1980 Dragbike! Race Schedule

4/19-20	WCCS Opener (⅛ & ¼) Carlsbad Raceway Carlsbad, CA
4/27	US Bracket & Trophy Champs Houston Intl. Raceway Houston, TX
5/10-11	MidAmerica Opener (⅛ & ¼) Chandler Raceway Evansville, IN
5/17-18	Spring Natl. Cecil County Dragway, MD (Wilmington, DE)
5/24-25	Dixie Classic State Capitol Dragway Baton Rouge, LA
5/31-6/1	MotorCity Natls Detroit Dragway Detroit, MI
7/12-13	US Nitro & Bracket Championships US 30 Dragway Gary, IN
7/26-27	Dragbike! Natls. TBA
8/2-3	2nd Annual Garden State Classic Island Dragway Great Meadows, NJ
8/8-9	Bikernationals Black Hills Dragway Belle Fourche, SD
8/30-31	Syracuse Natls. ESTA Safety Park Cicero, NY
9/6-7	Longhorn Natls. Green Valley Race City Dallas-Ft. Worth, TX
9/20	MidAmerica Finals National Trail Raceway Columbus, OH
9/27-28	Southernationals TBA
10/18-19	Okie Classic Tulsa Intl. Raceway Tulsa, OK
10/25-26	Florida State Championships Speed World Orlando, FL
11/22-23	National Finals Gainesville, FL

1980 SCORE Race Schedule

6/6-8	Baja Internacional Ensenada, BC
8/21-24	Riverside Off Road Championships Riverside, CA
11/4-7	Baja 1000 Ensenada, BC

1980 AMA National Hillclimb Series

5/25	Egypt, NY
6/1	Jefferson, PA
6/15	Avoca, NY
6/27	Freemansburg, PA
7/20	Chillicothe, OH
8/3	(Nat'l.) Muskegon, MI
8/31	Chillicothe, OH
9/14	Freemansburg, PA
9/21	Jefferson, PA
10/12	Oregonia, OH

1980 AMA Regional Motocross Series

Western Region

7/20	Mulky Park, OR Northwest MX Ent. 503/644-5395; 472-2475
7/27	Washougal, WA Northwest MX Ent. 503/644-5395, 472-2475
8/3	Sandy, OR Northwest MX Ent. 503/644-5395, 472-2475

Central Region

5/4	Buchanan, MI Red Bud Rec., Inc. 616/695-6405
5/11	Buchanan, MI Red Bud Rec., Inc. 616/695-6405
6/8	Herman, NB Rio Bravo MX 713/482-7593
6/15	Ponca City, OK Rio Bravo MX 713/482-7593
6/22	Shreveport, LA Rio Bravo MX 713/482-7593
7/20	Tipton Hills, IA Tipton Hills Rec., Inc. 319/946-3131
10/5	Lake Whitney, TX Rio Bravo MX 713/482-7593
10/12	Austin, TX Rio Bravo MX 713/482-7593
10/19	Lake Whitney, TX Rio Bravo MX 713/482-7593

Eastern Region

4/20	Atlanta, GA Road Atlanta 813/522-1513
7/6	M. Morris, PA Hi-Point Raceway 304/296-4157
7/13	Malvern, OH Moto Sports Trails, Inc. 216/823-3786
8/17	Brownsville, PA Hi-Point Raceway 304/296-4157

Tentative 1980 AMA/NATC Observed Trials Series

5/24	Northern CA
5/25	Southern CA
8/30	Ohio
9/1	Alabama
10/4	Colorado
10/5	Texas

1980 AMA Superbike Series Schedule

4/20	Charlotte, NC (Pro-Am Series)
6/1	Elkhart Lake, WI
6/15	Loudon, NH
6/29	Braselton, GA
8/3	Monterey, CA
8/17	Mt. Pocono, PA (Pro-Am Series)
8/24	Braselton, GA (Pro-Am Series)
10/5	Daytona Beach, FL (Pro-Am Series

1980 AMA Regional Dirt Track Series

Western Region

4/20	Boise, ID/TT
4/25	Gardena, CA/H-M
6/27	Clackamas, OR/TT
6/28	Castle Rock, WA/TT
7/13	Clackamas, OR/TT
8/10	Sturgis, SD/H-M

Central Region

7/13	Bridgeton, MI/TT
8/10	Seymour, WI/H-M
8/14	Pecatonica, IL/H-M
9/28	Oklahoma City, OK/H-M

Eastern Region

5/26	York, PA/H-M
6/14	Dayton, OH/H-M
8/15	Hamburg, NY/H-M

World Championship Observed Trials Series

5/18	Austria
6/1	France
6/22	Switzerland
6/29	West Germany
7/13	Italy
8/24	Finland
8/31	Sweden

World Championship Road Race Series

4/27	Austria
5/11	Italy
5/18	Spain
5/25	France
6/15	Yugoslavia
6/28	Netherlands
7/6	Belgium
7/27	Finland
8/10	Great Britain
8/17	Czechoslovakia
8/24	West Germany

World Championship MX Series

125cc

4/20	Belgium
4/27	France
5/18	Yugoslavia
6/8	West Germany
6/15	Italy
6/22	Czechoslovakia
7/6	Finland
7/27	LEXINGTON, OH
8/3	Canada
8/17	Spain

250cc

5/11	Czechoslovakia
5/18	West Germany
6/1	Belgium
6/8	Poland
6/15	Soviet Union
6/22	Great Britain
6/29	France
7/13	Netherlands
7/20	NEW BERLIN, NY
8/17	Finland
8/24	Sweden

500cc

4/20	Austria
5/4	France
5/11	Sweden
5/18	Finland
6/8	Italy
6/15	Netherlands
6/22	CARLSBAD, CA
6/29	Canada
7/20	West Germany
8/3	Belgium
8/10	Luxembourg

World Championship Endurance Road Race Series

5/15	Assen, Holland/8 hr.
6/15	Nurburgring, W. Germany/8 hr.
6/22	Osterreichring, Austria/8 hr.
7/5-6	Montjuich, Spain/24 hr.
7/27	Suzuka, Japan/8 hr.
8/16-17	Spa, Belgium/24 hr.
9/7	TBA/Italy
9/13-14	Bol d'Or, Paul Ricard, France/24 hr.
9/23	Brands Hatch, England/1000 Km.

Other Major U.S. Events

4/27	Salt Lake City, UT The Widowmaker Hillclimb
8/2-3	Morgantown, WV AMA/Suzuki Youth MX Natl. Final
8/5-10	Ponca City, OK NMA National
9/21-27	Wendover, UT Bonneville Speedweek
10/4-5	Zumbro Falls, MN AMA Amateur MX Natl. Final
10/26	Carlsbad, CA Superbikers

Other Major Events Abroad

5/5-10	Scotland Scottish Six Day Trials
6/6-7	Isle of Man Tourist Trophy Road Racing
6/22	Yugoslavia Speedway Pairs World Championship
8/16	Ireland Ulster Tourist Trophy Road Racing
9/5	Sweden World Individual Speedway Championship
9/7	France Trophee des Nations
9/14	Great Britain Motocross des Nations
9/14	West Germany Long Track World Championship
9/21	Poland Team Speedway World Championship
9/22-27	France ISDT

EVERY WEEK

Wednesday

CMC MOTOCROSS
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. Gates open 5 p.m., sign up to 6:30, prac. 6-7, race 7:30. 150% Pro p.b. CMC lic. req. Entry $10 (no gate fee for riders). Watch $3.50, Jrs. $2.50, kids $1.50. New lights, Over 30 every wk. Info 714/557-3323.

CMC MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to jct. 117, go E 5½ mi., end of Brown Field airport. Coca Cola $7500 Stadium MX, all classes, $3000 rider insurance, free parking. Gates open 4:30 p.m., prac. 6-7, race 7:30. Entry $10, watch $4, 9-14 $2. Info 714/420-7414.

SPEEDWAY RACES
National Orange Show Fairgrounds, San Bernardino, CA S.B. Fwy. to Orange Show Rd. exit. Free parking and programs. Entry $7, mech. $5. Watch $4, 6-12 $.50. Races start 8 p.m. Info 213/446-0969.

Thursday

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 at Sand Canyon, I-405 at Irvine Center Dr. Gate opens 5 p.m., prac. 6, race 7. Entry $15 Pros, $8 non-memb., $6 RACE memb. (admission not inc.). Admission $3.50, students $2.50, children $1. 100% Pro p.b. 30% brass. Info 714/552-5511. (No entry fee for women riders in April, only admission!)

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 E Buchanan, Corona. CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

D-36 NIGHT ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 5 p.m., prac. 7, race 8. Entry $10. 80% Ex. p.b. Spect. $4. D-36 numbers & colors a must. Tom Anderson 415/798-5695, 634-3328.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Excelsior Rd. S of Mather AFB, Sacto, CA. Gates open 5 p.m., prac. 6, race 7:30. Nov/Int/Pro/Ex 125, 250 & Open in each class. Separate races for Vets, OT & Minis. Pro-Ex cash. 30% brass awarded every race night. 150% Pro p.b. Entry $8. 916/363-2653.

SPEEDWAY RACES
Orange County Fairgrounds, Costa Mesa, CA. 8:00 p.m. Admission $4.50, Jrs. 12-15 $3, 5-11 $1. Info 714/492-9933.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

OKLAHOMA

NIGHT MOTOCROSS
Thunderbird Park, Claremore, OK. NW of Claremore All classes. For info: Leonard Smith, 700 SE 10th, Pryor OK 74361. 918/825-3049.

TEXAS

NIGHT MOTOCROSS
Mosier Valley Night MX, Euless, TX. 8:00 p.m. 214/245-4693.

SHORT TRACK
Ross Downs Short Track, Colleyville, TX. 8:00 p.m. Pro-Am. Located on NE side of Ft. Worth. 21/241-1359.

TEXAS MOTOCROSS
Rio Bravo MX Park, Houston, TX 5 mi. E on E Mount Houston Rd., off Hwy. 59 North. All classes. Trophies thru 6 places to Am, Ex. 100% p.b. Entry $8. Swimming, showers, game room, grandstands. 713/458-0090.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th Street. Race 8 p.m. 713/482-7593.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $10, Pros $15. No memb. or mail entry req. 33.33% trophies. 714/495-4771.

SHORT TRACK & TT SCRAMBLES
Perris Raceway, Perris, CA. Hwy. 74 to Ellis Ave., turn west ¼ mi., right on Burton Rd. Beginner thru Pro classes. Money race $8/p.b. Free camping. P.R.C., PO Box 1249, Perris, CA 92370. 714/657-4879.

NITE DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. 714/727-1171.

WASHINGTON

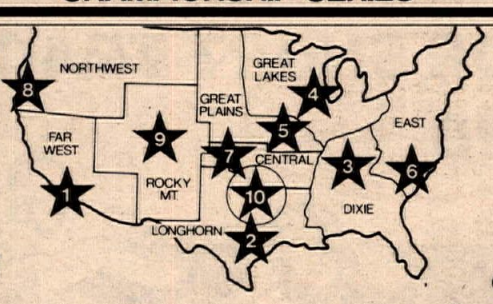
P.A.R.A. MOTOCROSS
Woodland, Washington, 5 mi. E of I-5 on Hwy. 503. All classes. 100% Pro p.b. Entry $8.50 Am/$12.50 Pros. Home of Gresham Toyota Pro series. For info: Action OZ, Rt. 3, Box 379 E, Gresham, OR 97030. 503/665-6707.

OREGON

PARA MOTOCROSS
Mtn. View Cycle Park, Sandy, OR. 5 mi. E of Sandy on Rude Rd. All classes. Gate open 8 a.m., prac. 9, race 10. Entry Pee Wees $5/Nov. $6/Int. $6.50/Pros $10. 100% Pro p.b. For info: PARA, PO Box 365, Sandy, OR 503/666-9438, 668-4851.

1980 HONDA AMERICAN MINICYCLE CHAMPIONSHIP SERIES

AMERICAN MOTO-CROSS A.M.E. 881-5778 (213) ENTERPRISES



ENTRY FEE
$25 MAIL
$35 POST
MAIL TO YOUR REGIONAL MANAGER

STARTS MAY 10-11! ENTER NOW!

1. MAY 10-11 INDIAN DUNES VALENCIA, CALIF. A.M.E. P.O. Box 1421 Reseda, CA 91335 213/881-5778
2. JUNE 8 AUSTIN MX PARK AUSTIN, TEXAS Dot Davis 8310 Rockwood Lane Austin, Texas 78758 512/453-1590
3. JUNE 14-15 STONE RIVER MC NASHVILLE, TENN. Robert Smith P.O. Box 2023 Nashville, Tenn. 37214 615/758-5988
4. JUNE 21-22 TIPTON RACEWAY TIPTON, IOWA Richard & Nicky Bernard Rt. 1 Box 143A Tipton, Iowa 52772 319/946-3131
5. JUNE 28-29 LAKE CITY CYCLE PARK INDEPENDENCE, MO. Gene Lewis 4001 S. Leslie Independence, MO 64055 816/833-0744
6. JULY 6 DUBLIN RACETRACK Oren Taylor Rt. 1, Box 108 Elizabeth Town, No. Carolina 28337 919/866-4325
7. JULY 13 PONCA CITY AMBUCS, PONCA CITY, OKLA. Jerry Surber 233 Palm Aire Dr. Friendswood, Texas 713/482-7593
8. JULY 20 CLARKS BRANCH MOTOCROSS TRACK ROSEBERG, OREGON Ralph Huffman 1381 S.E. Magnolia Dr. Roseberg, Oregon 97470 503/673-3205 503/673-1671
9. JULY 26-27 AZTEC RACEWAY COLORADO SPRINGS, CO. Tony Gonzales 2014 Afton Way Colorado Springs, CO 80909 303/473-8360
10. AUGUST 1-2-3 GRAND NATIONAL FINALS LAKE WHITNEY CYCLE RANCH LAKE WHITNEY, TEXAS Jerry Surber/AME P.O. Box 986 Lake Whitney, TX 76692 713/482-7593

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CRC MOTOCROSS RACE SCHEDULE

Apr. 20 — Indian Dunes
Apr. 24 — Saddleback
May 4 — Indian Dunes

CRC Membership Required
213-830-7519

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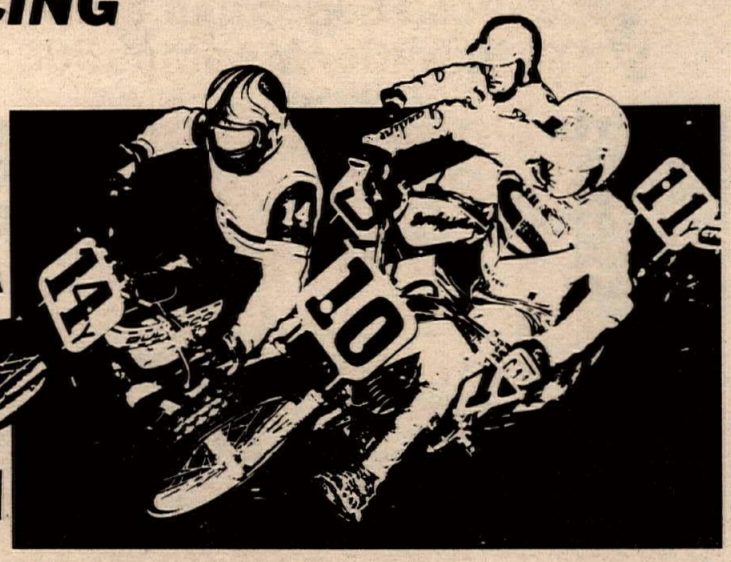

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WED. MAY 7th LONG BEACH ARENA 8:00 PM

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RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next U.S. Customs Building. Gates open 8:00 a.m. to 6:00 p.m. Tech at 8. Admission $5 to race or watch. Kids under 12 yrs free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. 213/672-1814.

Sunday

CALIFORNIA

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. Gates open 7:00 a.m., prac. 8:00, race 9:00 a.m. 714/727-1171.

TEXAS

MOTOCROSS
Rio Bravo Motocross Park, Rio Bravo, TX. 5 mi. East on E. Mount Houston Rd., off 59 North. All classes. Trophies thru 8 places to Ams, Expert p.b. dependent on sign up. Entry $7 Am, $12 Ex. Prac. starts 7:30 a.m., race 11 a.m. Swimming pool, showers, game room. 713/458-0090.

OREGON

OPEN SPORT RIDING/FLAT TRACK/MOTOCROSS
Sunny Valley Raceway, Sunny Valley, OR. 11 mi. N from Grants Pass on I-5, exit at Sunny Valley, W on Leland Rd. Track open 10 a.m. to dark for $5. 503/479-2405; 476-8829.

April 18

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. Post entry only: $9 Sptsmn., $12 Pros. 30% trophies, cash p.b. to Pros. Prac. 7:00 p.m., race 8:00 p.m. AME lic. req. All classes. AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

AME NIGHT MINI MX
Indian Dunes, Valencia, CA. Post entry $7. Prac. 7 pm, race 8 pm. All classes. 30% brass. AME lic. req. For info: AME, PO Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. Off 99 Fwy. E between 8 Mile & Armstrong Rd. All classes, 100% p.b. to Semi-pro. Entry $6/bike. Gate opens 5:30 p.m. B. Moore 209/368-7182, 931-3722.

AMA PROFESSIONAL HALF-MILE
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. 18 events for AMA Nov., Jr., Ex. $1500 purse. Sign up 5 p.m., prac. 6, race 8. Riders pits pass $7, mechanic $9. Watch $5, 13-16 $3, 9-12 $1.50, under 9 free. Info 213/321-5323, 323-5055.

April 19-20

NMA HOUSTON NATIONALS
Brazoria, TX. MX classes for all Minis & age groups. Also classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact Bob Holley for entry & info. 713/849-0937.

April 19

TRAILBLAZERS BANQUET
Brookside Country Club, 1133 N. Rosemont, Pasadena, CA. Tribute to tuners of WW2 era. Bench-racing 5 p.m., prime rib dinner 7, Tuners Hall of Fame following. Entry $13.50/person. Reservation & check payable to Trailblazers to: Earl Flanders, 1127 E. Del Mar Ave., Apt. 139, Pasadena, CA 91106. Deadline 4/14, tickets to be held at banquet.

April 20

D-37 HARE & HOUND
Soggy Dry Lake, CA. Limed from "Y" Cafe in Lucerne. All classes, Rescue 3, kids race after. Start 9 a.m., entry $13. Robert Freeman 714/244-1696.

MSMRA MOTOCROSS
Helena, MT. All classes, 100% Ex. p.b. Entry $7, Ex. $12. MSMRA, PO Box 498, Corvallis, MT. Ed Bezanson 406/443-4686.

MABTON MOTOCROSS
Mabton Raceway, WA. 40 min. S of Yakima on Hwy. 22. All classes, 40 min. motos & $1000 cash to 250 Pros (p.b. by moto only). No memb. req., rocks or pit riders. Free O/N camping. Prac. 9:30 a.m., race 10:30. Entry $10.50, Pros $12.50, 250 Pros $25.00, gate $3.50 Showdown Promotions & Co. 509/663-2433.

CRC BOBCAT FAMILY ENDURO
Red Mountain, CA. CRC enduro pts. Mail entry $13, post $16, non-memb. add $4, 2 & 3 man teams $1/rider. No charge for family teams. Mail entry w/SASE to: CRC, 7601 Arlington Ave., Riverside, CA 92503. Info 714/689-6114 (days).

SOBOBA GRAND PRIX
Soboba Indian Reservation, San Jacinto, CA. All Sptsmn. classes, entry $25. Pro entry $50. $500 to 1st in each Pro class, $250 to 2nd, $100 to 3rd. Info 714/925-2171 after 6 p.m.

AMA MOTOCROSS
Santa Cruz County Fairgrounds, Watsonville, CA. Hecker Pass Rd. (Hwy. 152). All classes, 100% Exp. p.b. Entry $15 Exp., $8 Sptsmn., $3 gate. Sign up 6 a.m., prac. 7:30-8:30, race 9. Ridge Runners MC 408/426-3237, 475-3619.

RUTH LAKE MOTOCROSS
Ruth Lake, CA. 85 mi. E of Eureka, take Hwy. 36, 7 mi. past Ruth Dam. CMC-sanctioned, 100% Pro p.b. paid by moto & overall, same day trophies + high point series for all classes w/58" trophy to high pt. winner. Info 707/443-6355.

2ND ANNUAL SELLS 100 DESERT RACE
Papago Indian Country, AZ. 65 mi. W of Tucson, turn N off Hwy. 86 at Texaco station (mi. post 113.7). All classes, Indian food booths, start pin, insurance, decal & "super finish pin." 23-mi. loop "not so tough this year." Start 8:30 a.m. Entry $20, post add $5, non-ADRA memb. add $5. 1st time racers $10 pre-entry only. Dinosaur class & team racing also. Spark arrestors & silencers req. No pit racers, loose dogs, play bikes or leaving before race is over. Entry & 2 SASE to ADRA, 1408 E. Granada, Phoenix, AZ. 85006. 602/252-1900

MRA DIRT BIKE POKER RUN
Timber Mt. Cycle Park, Jacksonville, OR. W on Hwy. 238 1 mi., follow signs. All classes, easy & hard courses, trophies and prizes. Sign up 9 a.m. Entry $3/hand (play as many as you want). Info 503/535-1273, 779-6099.

D-36 MOTOCROSS
Argyll Park, 11 mi. S of Dixon, CA, St. Hwy. 113. All classes welcome. Sign up 7:00 a.m., prac. 7:30, race 9. Pro entry $15 + $3 gate fee. 100% Pro p.b. Sptsmn. entry $10. General adm. $4, kids 6-12 $1. Free o/n parking. Buel Campbell, PO Box 601, Dixon, CA 95620. 916/678-3592.

BRIDGEPORT ENDURO
For info: 1 Thompson Landing, Bridgeport, TX 76026. Ron Sides 817/683-4636.

AMA MOTOCROSS
Santa Cruz County Fairgrounds, Watsonville, CA. Hecker Pass Rd. (Hwy. 152). All classes, 100% Exp. p.b. Entry $15 Exp., $8 Sptsmn., $3 gate. Sign up 6 a.m., prac. 7:30-8:30, race 9. Ridge Runners MC 408/426-3237, 475-3619.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, gates open 7 a.m., prac. 8, race 9. Entry Spts. $10/Pros $13. 30% brass. p.b. to Pros. AME lic. req. Free o/n camping. AME, PO Box 1421, Reseda, A 91335. 213/881-5778.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30 a.m. signup 8-9, prac. 8-9, first race 9:30 a.m. Junior & Intermediate entry $8 mail, $10 post. Pros $13 mail, $15 post. Mail entry to: CMC, PO Box 1402, Costa Mesa, CA 92626. 714/557-3323.

DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside, CA on H-60 to Theordore off ramp. All classes. 30% same day trophies to Sptsmn. 100% trophies to Minis & Pee Wees. Entry $12 Ex., $8 Sptsmn. Non-memb. add $2. Memb. not req. Park open Sat. & Sun. for prac. Gates open 7:00 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. 714/653-8068; 653-5840; 653-7979.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10/$15 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

TEXAS MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Prac. 8 a.m., race 10. Entry Ex. $15/Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. class. Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

CMMC MINI-MX
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beginner class. Entry $10, yearly membership $15. Sign up closes 7:30 a.m. sharp. Bob Hale 714/440-1257, Tom Hembree 561-7402.

April 25

AMA WESTERN REGIONAL HALF-MILE CHAMPIONSHIP
Ascot Park, 18300 S. Vermont Ave., Gardena, CA. $4000 purse, 18 events for AMA Nov., Jr. & Ex. Sign up 5 p.m., prac. 6, race 8. Riders pit pass $7, mech. $9. Watch $6, 13-16 $4, 9-12 $2. Info 213/321-5323, 323-5055.

INDOOR MOTORCYCLE SWAP MEET
National Orange Showgrounds 693 S. E St., San Bernardino, CA. 6-11 p.m. Parts, accessories and complete bikes. Admission $3, under 12 free. R.G. Canning Enterprises. 213/558-0763.

D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. Off 99 Fwy. E between 8 Mile & Armstrong Rd. All classes, 100% p.b. to Semi-pro. Entry $6/bike. Gate opens 5:30 p.m. B. Moore 209/368-7182, 931-3722.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. International track. All classes, CRC memb. req. Entry $9, Pros $13. Prac. 7 p.m., race 8. Info 213/830-7519.

CRC NIGHT MINI MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies. Entry $9. Prac. 7 p.m., race 8. CRC memb. req. Info 213/830-7519.

April 26-27

OTHG NATIONAL MOTOCROSS
Huron Cycle Park, Huron, CA. Open to all memb. & family memb. of OTHGA & OTMXA. Pro race Sun. only, open to all Pros over 30 w/proof of age. Two 30 min. motos, no memb. req. $500 purse. Info 213/768-5771.

AFM SIX-HOUR ENDURANCE ROAD RACE
Ontario Motor Speedway, Ontario, CA. I-10 to Haven St. exit. All classes from Box Stock to GP & FL. 500, 700 & 750 GP will be considered as Open class. $8000 cash purse & contingencies. Qual. & prac. Sat. Vintage race Sun. at 10 a.m. 6-Hr. at 11. AFM, 4996 Argyle Dr., Buena Park, CA 90621. Harry Bresach 714/523-3892.

D-37 ST. PATRICK TWO-DAY TRIALS
San Francisquito Cyn. — Drinkwater Flats, CA. I-5 to Valencia Blvd. offramp, E to Bouquet Cyn. to San Francisquito Cyn. 10 mi. N, follow Bay Area arrows. All ATA classes, 100% finisher pins. Entry $12, post $15 USFS spark arrestors req. Start 9:01 a.m. Entry & 2 SASE to V.O.T.E., 4659 Camellia, N. Hollywood, CA 91602. 213/649-1700. Pre-entry closes 4/21.

AFM VINTAGE MOTORCYCLE ROAD RACE
Ontario Motor Speedway, Ontario, CA. Run in conjunction w/6-Hour Endurance Race. Vintage racing, concours & displays. Entry $7. VROOM, Mike Lewis, 84 Ilex Dr., Newbury Park, CA 91320. 805/498-2560.

April 26

AME ATC/ODYSSEY RACE
Sprockets Park, Bakersfield, CA. 58 E to Mt. Vernon exit N. to Sprockets Pk. All classes. Cash p.b. to 1st place. Entry $10. Trophies, prizes. Mike Stanford, 5201 Centaur, Bakersfield, CA 805/833-2523.

TEXAS NIGHT MOTOCROSS
Lake Conroe MX Park, Conroe, TX. Sign in 4:00 p.m., race 7:00 p.m. Entry, Ex. $15/ Int. $8/Nov. $8/gate fee $4. All classes 60cc-Open. Trophies or gift certificates to 8 places in Nov. classes. For info: Jerry's Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114; 273-2336.

April 27

D-37 SEMI-PRO TT
Saddleback Park, Orange, CA. Chapman Ave. E from Newport Fwy., S on Santiago Canyon Rd. Trophies for Nov./Am., 80% p.b. to Exp. Special classes: ATC, Beg., Consolation & Hacks and Pro. Gates open 7:30 a.m., prac. 9, race 10. Gate $6, entry $8, Semi-pro $15, watch $3. Lightweights MC. 213/371-7356, 495-4771.

MABTON MOTOCROSS
Mabton Raceway, WA. 40 min. S of Yakima on Hwy. 22. 2nd of 3 race Gold Medal Series. All classes, trophies thru 6th. No memb. req., rocks or pit riders. Free O/N camping. Prac. 9:30 a.m., race 10:30. Entry $10.50, Pros $12.50, gate $3.50, 6 & under & 60 & over free. Showdown Promotions & Co. 509/ 663-2433.

OMRRA ROAD RACE
Portland Intl. Raceway, Portland, OR. Exit 306B off I-5 N. All classes, 75% p.b. in GP money classes. Entry $20 1st class, $12 2nd class, $10 each additional, $25 GP money. Post add $10 to 1st class entered, no post fee for AFM racers. OMRRA, 6223 SE 21st, Portland, OR 97202. 503/ 239-4038, 292-4511.

NMA CASTLE ROCK NATIONALS
Castle Rock, WA. MX classes for all Minis & age groups. Also classes for 100, 125 & 250cc bikes up thru 18 yrs. of age. Contact K. Ward for entry & info. 206/568-4739.

FOOLS GOLD + 50 DESERT RACE
Superstition Mountain, CA. Imperial Cnty. Exit I-8 at Dunaway Rd. N, turn rt. on old Hwy. 80, go E to Huff Rd. 10 mi. & look for arrows. D-38 desert pts., BLM-approved, 1st timers welcome, no extra for pie plates, Los Explorados, "fancy restrooms." Silencers req., no pit racers, closed course. Sign up 7-9 p.m. Sat., 7 a.m. Sun., riders meeting 9:30, race 10. Entry $10. Dirt Riders Unlimited. 714/465-6931, 449-7430.

AMA GRAND PRIX
Winnemucca, NV. 3 hr. E of Reno, 5 mi. N of town off Hwy. 95. All classes, community support, contingencies. Entry $20. Flying W's M.C., PO Box 1239, Winnemucca, NV 89445. Info 702/623-3577, 3588.

8TH ANNUAL BACK-TO-BACK EUROPEAN SCRAMBLES
Searchlight, NV. 60 mi. S of Las Vegas on US #95, limed from Searchlight. All classes, new trick courses, camping. Entry $16 for both races. Sign up 6 a.m. (Sat. nite, too), Mini riders meeting 7, 1st race 7:30, 2nd race 9, Big bike riders meeting 9:45, 1st race 10:15, 2nd race 11:45. Groundshakers M.C. 702/457-0343.

WIDOWMAKER HILLCLIMB
Salt Lake City, UT. 15 mi. S of SLC on I-15, take Prison exit E. Classes: 175-200, 250, 370, 500, Open & Exhibition. Approx. $3000 Exhibition purse w/100% p.b. + $1000 to 1st person over the top. 20% trophies all others. Entry $10/bike (2 class max), Exhibition $30. Entries must be postmarked by 4/13. No post. Salt Lake Bees M.C., PO Box 130, West Jordan, UT 84084. Info 801/255-8946, 561-1453.

MARYSVILLE MOTOCROSS
"E" Street Track, Marysville, CA. Hwy. 70 to N. Beale Rd., go over levee on Shad Rd. AMA Prog. Pro (½ Pro pts.), all classes, rider insurance, D-36 rules, free camping, paved parking. No bicycles or pit riding. Gates open 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry $13, Semi Pro $3 + $15 to purse. Watch $4, 6-12 $1. Charlie Sexton 916/695-2727, 2088.

ZAP/CMC MOTOCROSS
Hollister Hills Cycle Park, Hollister, CA. All classes, 30% trophies or merchandise certificates, 100% Pro p.b. Natural terrain grass track, O/N camping ($2). Gates open 6 a.m., prac. 8, race 9:30. Entry $12, Pro $15. ZAP Supersports 415/355-4760.

SDRA MOTOCROSS
Star Track, El Paso, TX. $450 purse, ATC race w/$50 purse. Gate opens 8 a.m., prac. 9:30, race 11. Entry $8 Mini-Mini, $12 Ex., $5 ATC. $10 all others, SDRA memb. $2 less. Gate fee $2. Info 915/584-0109.

AMA MOTOCROSS
Saguaro Raceway, Tucson, AZ. I-10 to Palo Verde S to Hughes Access Rd., 2½ mi. on left. All classes. Gate opens 7 a.m., prac. 8, race 9. 30% trophies (100% to all Mini Mini, Mini Beg. & Nov.), 100% Ex. p.b. Entry $8, Ex. $15, gate $3, under 12$1. Info. 602/795-2238.

HILL & GULLY MOTOCROSS
Hill & Gully Race Track, Kiona, WA. All classes, 100% p.b. to Pros. Sign up 7:30-9:30 a.m., race 10. Entry $10 Ama., $15 Pro. Curt Morgan or Dale Rowel 509/586-2008, 943-4110, 783-4755.

SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All new sand track, D-36 rules enforced, no rider insurance. Entry $15 Expert (80% p.b.), Sptsmn. $11, $4 spectators. Gate opens 6:30 a.m., sign up 7-8, prac. 8:30, race 9. Info 415/798-5695, 634-3328 Tom Anderson.

April 30

AMA INDOOR CEMENT SHORT TRACK
Cow Palace, San Francisco, CA. Hwy 101 to S.F., follow signs. 250s only, $3000 purse. Entry $9, team event & pre-entry bonuses. SPM, 4193 Via Marina #113, Marina Del Rey, CA 90291. Cliff Carr 213/822-6820, 306-0339.

May 3-4

SRAC MOTOCROSS
Puelbo, CO. S of Denver I-25 US 50 W to Pueblo Blvd. turn left. All Nov. Sat. Am. & Pro Sun. $1500 purse. Entry $12, Pro $15. Grand Prix A-pts. race. Nick Burton 303/545-4330, 543-6501.

CRRC ROAD RACE
Texas World Speedway, College Station, TX. Six-hour endurance race Sat., Divisional race Sun. All classes, rider insurance, over 100 trophies. Central Road Racing Club, PO Box 12354, Austin, TX 78711.

May 11

HIGH MOUNTAIN ENDURO
San Luis Obispo, CA. Start/ Finish marked from Santa Margarita exit off Hwy. 101. All classes inc. Super Sr. AMA Regional, D-37 & Golden State Series event. Entry $15. Cal Poly Penguins, ASI Box 111, San Luis Obispo, CA 93407. Paul V. Peterson 805/543-8126.

Road Runs

April 20

POKER RUN
Salt Lake City, UT. From SLC to Wendover, NV. Start 9 a.m. from Liberty Park (6th E & 13th S). Pre-entry $2.50, post $3. 1st prize $400, 2nd $325, 3rd $250 + more! Chris Draayer, 872 S. State, SLC, UT 801/322-5505.

May 3-4

ANTIQUE CYCLE RALLY & POKER RUN
Antelope Valley College, Lancaster, CA. I-5 to Antelope Valley Fwy. (14) to Ave. K, W to 3041 W. Ave. K. Classic, Antique & Modern Classic classes. Awards banquet, movies & slides 8 p.m. Sat. Poker run Sun. 10 a.m. open to all. Entry $15, watch free. CAMA, 13 El Cuenco, Carmel Valley, CA 93924. Kerry Brethorst 213/868-2032.

May 24-25-26

SCMA 4th ANNUAL US MOTORCYCLE JAMBOREE
Kern County Fairgrounds, Bakersfield, CA. Booth space for dealers & organizations. Seminars, films, field meets, trophies, awards, dance band, etc. For info: U.S. Motorcycle Jamboree, PO Box 4481, Carson, CA 90749. 213/540-5452.

May 31

PASADENA MC GREENHORN ROAD TOUR
Rose Bowl, Pasadena, CA. 500 mi. overnighter to Lake Isabella & Kernville. Poker run w/prizes, finisher pins. Entry $7, discount to SCMA riders. Start 6-9 a.m. Don Todd 213/797-2191.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

JIM "The Jammer" WEINERT'S new ride is KOLBE CAN-AM!

Jim will be racing a KOLBE 250 MX6 in the Supercross Series and a KOLBE 400 MX6 in National competition.

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1980 District 37 Applications Available

DISTRICT 37 COMPETITION RIDER AMA

Call Referee (213) 448-8351

RACERS Hot Line 213-598-0615

Apr. 20 — Lightweights TT Scramble
Apr. 20 — HBMC Hare Scrambles
Apr. 27 — DeAnza Motocross
Apr. 27 — Lightweights TT Scrambles
Apr. 26/27 — Shamrocks Qualifier
May 3/4 — Anaheim Hi-Siders Grand Prix

DE ANZA CYCLE PARK RACING CLUB
MX RACING EVERY SUNDAY—MEMBERSHIP NOT REQUIRED
Member Sportsman $8—Member Experts $12—Non-Member add $2—100% trophies to Minis & Pee Wees—50% trophies to Vets Plus 30% trophies to Sportsmen—Same day brass
Free overnight camping—Pay once, stay all weekend—Gate opens 6:30—Practice 8:30—Race 9:30
Weekdays & Sat. (714) 653-8068—Sun. (714) 653-7979

SUPERMAY II
COMING SOON
CORONA RACEWAY

DISTRICT 38 DESERT RACES
April 27 — Dirt Riders M/C Desert Race
May 4 — FRT M/C Desert Race
Details in the Calendar Section

Open 7 Days 714-558-1584
CMC-MX } 1st & 3rd Sundays
ITA Trials }
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

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AMA D-36
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Burbank, CA 91506
213-845-8738

RESULTS

River Springs MX Talbot, OR March 28, 1980 By Delbert Longbrake

85cc
Darin McLavin Suz
Bob Powell Hon
125cc
Brad Turnidge KTM
Dave Johnson Suz
Scott Garrison LOP
250cc
Scott Garrison Hon
David Jordan Suz
Brian Meyers Yam
500cc
Brad Turnidge KTM
Steve Wells Suz
Scott Terry Hus
125cc EX
Timmy Walker Yam
Rich Earl Yam
Stan Coronado Suz
250cc EX
Rich Earl Hus
Brett Tremblay Yam
Jim Hollister Hon
500cc EX
Warren Hickman Yam
Timmy Walker Yam
David Keller Mai

Pro-Am Racing Assn. Woodland Winter Track Woodland, Wash. March 15, 1980 By E. McCormick/ Action Oz

PEE WEE'S
Shane Cameron Suz
Darren Rogers Suz
Nicky Blasdell Suz
MINI NOV
Steve Jones Suz
Bruce Barnes Hon
Rod Mormand Yam
MINI INT
Gary Piazza Hon
Jack Lowery Kaw
100 JR
O.J. Warner Suz
Andy Boroz Yam
Chip McRight Yam
100 INT
Dan Blasdell Yam
125 JR
Don Ward Yam
Mike Choce Hon
Jason Kanon Hon
125 INT
Keith Foidel Yam
Ron Van Dehey Suz
Dave Baxter Suz
250 JR
Dale Tolefson Suz
Jim Brochmeier Suz
Jeff Rothweiler Suz
250 INT
Randy Hubbard Yam
Kirk Giggers Hon
Steve Smith Suz
OPEN JR
Dave Tullefson Suz
Howard Howe Suz
Jack Blasdell Yam
OPEN INT
Rick Hewit Yam
John Semmler Yam
30-40 JR
Ray Fisher Mai
Howard Howe Suz
Gary Bonds Hon
30-40 SR
Bruce Graham Suz
Neil Roman KTM
Jack Blasdell Yam
O.T.
John Semmler Yam
125 PRO
Mike McCormick Yam
Robby Watilo Yam
Craig Bowman Yam
250 PRO
Allen Pitts Suz
Curtis Kerbaugh Yam
Chris Washburn Yam

Pro-Am Racing Assn. Woodland Winter Track Woodland, Wash. March 22, 1980 By E. McCormick/ Action Oz

PEE WEE JR
Bret Anton Yam
Shawn Cameron Suz
PEE WEE SR
Darren Rogers Suz
Dustin Stanning Suz
Nicky Blasdell Suz
MINI NOV
Tracy Thom Kaw
Jim Jacobs Kaw
Bruce Barnes Hon
MINI INT
Larry Ward Kaw
Rich Celorie Yam
Gary Piazza Hon
MINI EX
Vince Warren Yam
Eric Hall Yam
Shawn Leichner Yam
100 JR
O.J. Warner Suz
Chip McRight Yam
Bud Dilday Suz
100 INT
Eric Hall Yam
Denny Fennell Yam
Scott Wichart Suz
125 NOV
Darren Currier Yam
Doug Lange Kaw
Dave Chase Suz
125 INT
David Hetlinga Yam
Steven Bye Yam
Vince Warren Yam
250 NOV
Gordon Cable Hon
Mark Marker Kaw
Steve Ferrell Yam
250 INT
Don Fry Suz
Kurt Giggers Suz
Casey Kanon Hon
OPEN JR
Lynn Cole Suz
Jim Parks Yam
Dave Tulefson Suz
30-40 JR
Ron Hofer Hon
Gary Bonds Hon
Fred Johnson Yam
30-40 SR
Ray Fisher Mai
Bruce Graham Suz
Jack Blasdell Yam
O.T.
John Semmler Yam
Dave Kribbs Suz
Bill McMonagle Yam
125 PRO
Mike McCormick Yam
Robby Watilo Yam
Mark Sun Hon
250 PRO
Allen Pitts Suz
Curtis Kerbavgh Yam
Tom Poage Yam
OPEN PRO
Chris Washburn Yam
Chip Prutsman Yam

Motocross Sand Hill Ranch Brentwood, CA March 30, 1980 By Jeri Hopper

125 EX
Bryon Wargo Yam
Phil Crane Yam
Pete Langley Suz
80 NOV
Mike Arvagedis Suz
Chris Plain Yam
Doug Chase Yam
80 JR
Curt Bissill Kaw
Eddie Gold Suz
OPEN NOV
Frank Sacher Yam
Mark Cantlby Yam
Mike Parr Yam
100 NOV
Marty Steves Suz
Ronnie Williams
100 JR
Ron Larps Suz
OPEN JR
Gary Fargo Yam
Mark Hannum
250 JR
L. Miller Hon
Mark Baogeri Suz
Russ Whettin Kaw
250 NOV DIV 1
Clinton Maples Yam
Chuck Beck Yam
Eddie Lane Mai
250 NOV DIV 2
Neal Nelson Yam
Eric Canrod Yam
Kevin Bixby Yam
250 EX
Dan Turner Mai
Joey Schlag Hon
Jim Turner Hus
125 JR
Scott Yarbrough Suz
Mark Olund Yam
Lance Coleman Hus
125 NOV DIV 1
Tom Kinder Yam
Jim Beintker, Jr. Yam
Paul Duchscher Yam
125 NOV DIV 2
Jim Raleiviaz Hon
Brian Magie Suz
Ron Schrein Suz
125 NOV DIV 3
Marty Cunningham Hon
Tim McWhorter Hon
Ron Lewis Yam
OPEN EX
Dan Turner Mai
Joey Schlag KTM
David Woodall Mai

Capital City Night Motocross Austin, TX March 8, 1980 By Karel Kramer

250/OPEN EX
Keith Davis Hon
Jack Hicks Yam
Jerry Farmer Yam
125 EX
Keith Davis Hon
John Ham Hon
Tinker Mayfield Hon
OPEN INT
Mike Farmer Yam
Wylie Evans Hon
Lester Munson C-A
250 INT
Sam Finger Hon
Moe Van Kirk Suz
125 INT
Glenn Ingram Hon
Bobby Morris Hon
Lee Dubose Hon
250 NOV
Bobby Morris Hon
Ralph Rust Hon
Frankie Fitzhugh Hon
125 NOV
Brian Robinson Hon
Carl Beers Hon
Butch Riggan Suz
100 NOV
Tim Miller Suz
Billy Kirby Yam
Barbara Russell Suz
MINI SR
Flyin Freckle Yam
T.J. Tinner Yam
Billy Kirby Yam
MINI JR
Kevin Farmer Yam
Mike Merlo Yam
Leslie Robinson Suz
OVER 30
Danny Atkins Yam
Tom Gregory Yam
Lloyd Longmire Yam
KLUNKER KLASS
John Noleen Yam
Karel Kramer Yam

Winter Mud Series Winners Mt. View Cycle Park Sandy, OR Mar. 30, 1980 By Jan Newman

PEE WEE
James Bogle
MINI JR
Eric Swanson
MINI INT
Tracy Thom
MINI EX
Sean Leichner
100 JR
Karl Dilday
100 INT
Ross Stanley
125 JR
Harry Cummings
125 INT
Steve McCall
250 JR
John Kelly
250 INT
Steve McCall
OPEN JR
Dean Roman
OPEN INT
John Semmler
30 TO 40
Mike Perry
OLD TIMERS
John Semmler

WANT ADS

Help Wanted

Field Service Representative
AMF Harley-Davidson needs an individual with proven background in all aspects of motorcycle service. Prior experience with H-D a distinct advantage. Territory is Pacific Northwest. Excellent salary plus benefits and company vehicle. Write to: SALARIED EMPLOYMENT, P.O. Box 653, Milwaukee, Wisconsin 53201. (14/15)

Warranty Co-ordinator
Sharp, detail oriented individual needed to fill entry level position co-ordinating warranty payments, communication with dealer network and field service personnel. Motorcycle background and mechanical aptitude very helpful. Send resume to: US SUZUKI MOTOR CORP., DEPT. C, P.O. BOX 2107, SANTA FE SPRINGS, CA, 90670, ATTN: MRS. WILMA WILLIAMS. (14/15)

Serv. Mgr./Parts Person wanted
For expanding Honda/Yamaha dealership in Newhall. Experience required. Send resume to: DICK ALAN YAMAHA/HONDA, 24601 Arch St., Newhall, CA 91321. (14/17)

Motorcycle Doctors Wanted
Immediate openings for two experienced mechanics at Lakewood Honda. High earnings potential, "no junkers'" here. Paid holidays and uniforms, tools, insured medical and dental plans, moving allowance. Call Terry, (213) 860-1354 or (714) 521-7112. (12/TFN)

Parts person wanted
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Parts Manager
Wages negotiable based on ability. Year round work. Southwestern Wyoming, 30,000 population. Excellent biking, hunting, fishing and skiing. SAVALA'S SPORTS CENTER, 1175 Dewar Dr., Box 1361, Rock Springs, Wyoming 82901. (307) 362-5531. (47/TFN)

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Sell America's only weekly motorcycle newspaper in your spare time. Sell CYCLE NEWS at local race tracks, rallies or club meetings. You now have the opportunity to sell CYCLE NEWS to friends, neighbors, racers and spectators. Just call DUANE JOHNSON at CYCLE NEWS for all details. CYCLE NEWS (213) 427-RIDE. Those under 18 need parental consent. (12,15,18,21)

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Motorcycle mechanic wanted
Experienced with Kawasaki motorcycles. Must have own tools. Call David (213) 848-6627. (14/15)

Wanted Honda mechanic
Experienced, own tools, 50-50 commission, 5 day week. Will also consider training the right person. (213) 773-2164, Ask for Jim Sharp. (14/15)

Experienced Suz. mech. wanted
Good wages and plenty of work. Contact Andy (213) 980-3715. (14/15)

Top mechanic wanted
To work on commission. Previous man was averaging $2000.00 per month. This is San Diego's largest Yamaha/Husky dealership with excellent facilities and working conditions. Send inquiries to: Bob Schaefer, KEARNY MESA YAMAHA, 7827 Balboa, San Diego, CA 92111. (714) 292-5454. (14/15)

Parts Manager Yamaha
Must be aggressive and familiar with inventory control. Contact John at YAMAHA GOLDCOAST, Pompano Bch., FL, (305) 941-4141. (14/17)

Attention mechanics!
If you like **LOTS AND LOTS AND LOTS OF MONEY**, drop this paper and call Jim at (213) 693-5946. (15/17)

Sales Manager
CYCLE PRODUCTS WEST, INC. has opening for store manager. Experienced in sales, purchasing and administrative duties in area of dirt, street and touring bike accessories. Salary and benefits open. Please send resume background and experience to 11900 W. Pico Blvd., West Los Angeles, CA 90064 or call Alan Wartzel at (213) 477-0997 or (213) 473-7996. (15/16)

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MECHANIC — EXPERIENCED in Honda m/c. Good salary and benefits. Call Earl at HONDA WEST (714) 531-0742. (7/TFN)

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Immediate opening for experienced Kawasaki mechanic in new, modern, fully equipped shop. Earn up to 55% commission. Paid vacations, holidays and benefits. Call Jim (213) 945-3494. (15/17

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Typing required, 50 wpm, phones, will train on telex. Salary open. Call Carol Carpenter — YOSHIMURA R&D, N. Hollywood, (213) 985-2331. (15)

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Experienced only. (213) 967-4181. Ask for Jim or Mel (41/TFN)

SERVICE MANAGER HARLEY-DAVIDSON AGENCY
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Partsman wanted
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Honda Service Manager
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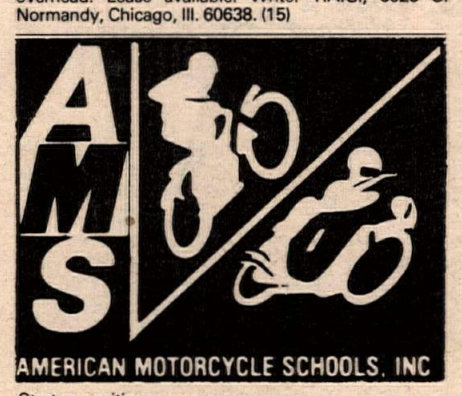

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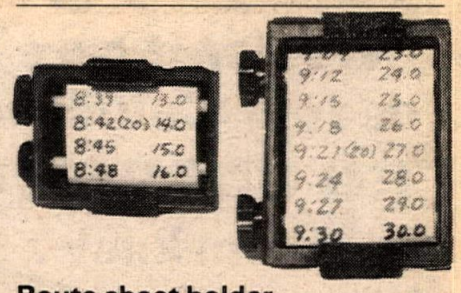

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Small, $18.95. Large, $19.95. Dealer inquiries invited. CLAIREMONT CYCLE SUPPLY, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (39)

1980 YZ 465G, good condition, maker offer. (714) 525-2282. (15)

Champion 750 Yamaha
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- Ten words $3
- 11 through 25 words $6
- over 25 words, 30¢ per word
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PLEASE PRINT

WANT AD DEADLINE

Friday noon for the following Wednesday's publication. Send check or money order or charge it on your Master Charge or Visa credit card. Credit card limit minimum $5.00.

CYCLE NEWS, P.O. BOX 498
LONG BEACH, CA 90801

THE GREAT COAST-TO-COAST WANT AD OFFER! Your ad that runs in the West can run in the East for an additional $2.00 for 25 words or less; an additional $5.00 for ads over 25 words. Pictures are $3.00 extra.
COMMERCIAL RATE: 10 or less add $2.00, 11-25 add $5.00, over 25 words 30¢ per word. Pictures are $4.00 extra.

No cancellations after Thursday 5:00 p.m.

master charge — BANKAMERICARD VISA — MEMBER BANKAMERICARD CHARGE ACCOUNT PLAN

Credit card limit minimum $5.00
Plus .50 postage and handling

Please fill in your complete account number and expiration date

Card expires _____

Signature

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

Please run my ad ____ times in West

Please run my ad ____ times in East

Name

Address City State Zip

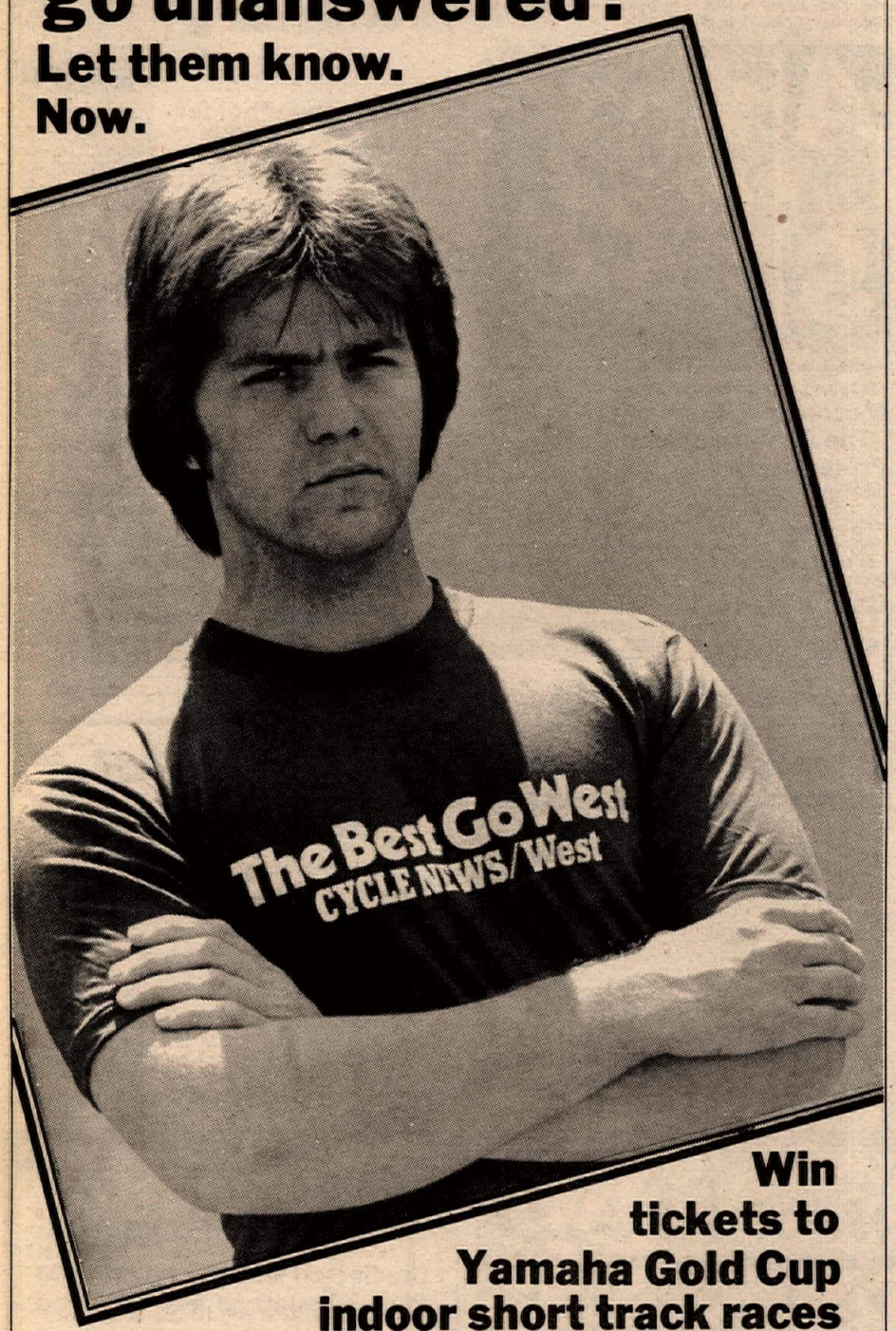
PRINT BOLD HEADLINES HERE - **$2.00 EXTRA** (leave spaces)

Cycle News cannot be responsible for illegible phone numbers.

Area Code Phone Number

Are you going to let *"We don't care how the hell they do it in California"* go unanswered?

Let them know. Now.



Win tickets to Yamaha Gold Cup indoor short track races at San Francisco's Cow Palace, April 30, or the Long Beach Arena, May 7

Plus a free "Best Go West" T-shirt!

Sit in the special Cycle News "Best Go West" box seats wearing your T-shirt, cheering for all the West racers! 50 winners in all, 25 pairs of special free tickets for each event!

Great! The Best Go West! I want to enter.

☐ Yamaha Gold Cup (Cow Palace) Drawing held 4/25/80

☐ Yamaha Gold Cup (Long Beach) Drawing held 5/2/80

I understand I may only enter for one event per entry.

Winners will be notified via telephone — Drawing held at Cycle News Long Beach office — No purchase necessary

Send to: Cycle News Box 498 Long Beach, Ca. 90801

Name _____

Address _____

City _____ State _____ Zip _____

Phone ( ) _____

I can't wait

- Enclosed is my $6.95 for a "Best Go West" T-shirt size _____S _____M _____L _____XL

_____ If I don't win, send my T-shirt COD size _____

Suzuki Dealers

If you are a Suzuki dealer and have difficulty obtaining bikes while Suzuki has also opened new sales points in your area, please contact us. All replies confidential and may lead to resolution of our problem. SOUTH SHORE SUZUKI, INC., 41 West Sunrise Hwy., Freeport, NY 11520. (516) 868-3111. (14/17)

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Good cond., stock bore, totally rebuilt, $900. (714) 375-5480. (14/15)

YAMAHA YZ400E, excellent, jetting-suspension setup, extras, 5x play ridden, $1100 OBO. (213) 836-2829. (14/15)

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Brand new 1979 dirt bikes. Most sizes available, Kawasaki only. Sell at dealer cost. Call BURBANK KAWASAKI, 1329 N. Hollywood Way, Burbank, CA 91505. (213) 848-6627. (14/15)

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Ashe pipe, porting, new! Ohlins, new tires, F.I.M. plates, you get 60 day warranty, never ridden! All for $1800.00. (714) 544-5958. (12/15)

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Save $500.00

Weslake Speedway Bike — full set of sprockets, spare engine parts, tires, etc. Was $1600.00, now $1100.00. (415) 897-8873. (13/16)

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Plus lots of spares. A steal for $1000. (408) 737-0354. (12/15)

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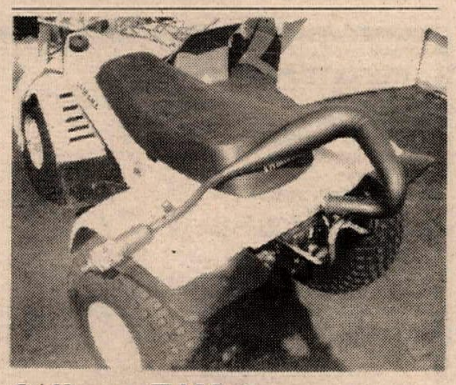
R&D special, excellent condition, $950.00 firm. (714) 795-6857. (14/15)



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This is a must for the tri MOTO ENTHUSIAST WHO WANTS TO INCREASE HIS HORSEPOWER. These are the highest quality workmanship — complete with mounting hardware & repackable silencer. $79.99. Call or write: COFFMANS, 5842 "G" McFadden, Huntington Beach, CA 92647. (714) 897-2209. (14/15)

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Desert & reg. tank — new tire — extra parts — good condition — $475.00. (213) 993-9100 after 6:00. (14/15)

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We stock a large inventory of early model, hard to obtain and discontinued parts. 10% off list prices. State your needs in first letter — sorry no C.O.D.'s. Give year, model, engine size, number of cylinders, and I.D. numbers. T&O YAMAHA, 24020 Narbonne Ave., Lomita, CA 90717. (213) 534-2311. (13/TFN)

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750 Yam. Champions

One TT, one ½ Miler. Extra everything from motors to foot pegs & brake levers. Too much to list. Both are freshly rebuilt, ready for the new season. Shawn, days (805) 763-1759, nites (805) 765-4570. (14/15)

VDO Enduro Speedometers

Liquidation price, $29.95 each. Five or more, $24.95. New, individually boxed, 6:1 ratio, resettable, 0-100 mph. While supply lasts. Will ship UPS. WILLIAMSON SPORTS MOTORS, RD 1, Mill Hall, PA 17751. (717) 726-3343 or (717) 726-4921. (13/15)

What have you?

Looking for older 2 stroke, racing bikes. Any condition. Send description, price and/or photo to: R. Henderson, 903 Vienna Ave., Niles, OH 44446. (14/16)

Champion 250 Yamaha & spare motor

New style Champion Yamaha 250 MXB plus complete rebuilt spare motor, Banke pipe, DT IIs, excellent condition, very dependable, excellent novice bike. $1,200 firm. (312) 472-5819. (14/15)

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'77, 23 ft. Winnebago, 25,000 miles, $11,000. 26 ft. enclosed trailer, workshop & sheleves, and heater, $3,000. As complete unit $13,500. (414) 552-8981. (14/15)

1980 HONDA 750F — MUST SELL. (714) 497-2412. (14/17)

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Very reliable, very good condition, xlnt. play bike. $500.00. (714) 962-6716. (15)

Emblems custom embroidered

Minimum 10, TLCH, 1929 E. 52nd St., Indianapolis, Indiana 46205. (317) 257-1424. (10/17)

BULTACOS FOR SALE: 1978-370, 4 rides, excellent, $850. 1975-360, extensively modified, extras, $350. Taking up space — I want to move them now. Both $1000. (213) 836-2829. (14/15)

'78 Suzuki RM 250C

Excellent condition, never raced, runs great, has DG tank and DG side panels, S&W shocks. Must see! $825. (714) 827-2817. (14/15)

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1977 HUSKY 390 AUTO — low hours, new trans. — best offer. (714) 497-2412. (14/17)

CZ — JAWA — BABETTA

Parts & accessories. JB CYCLERY, 17577 Road #24, Madera, Calif. (209) 674-4788. (1/TFN)

'78-3 rail Comet Trailer

Loading ramp — locking new spare tire. Cost $450. Asking $325. Good condition. (213) 993-9100 after 6:00. (14/15)

Wanted: Maico Taifun parts

Dual seat, left muffler, owner manual, some Taifun items to trade. Gary Brown, 621 Connecticut, Lawrence, Kansas 66044. (913) 841-2369. (15)

'78 IT 175

IT, 650 mi., super clean, never raced, 10" travel, "White Bros." ATC like new, ridden twice, $700 each. After 6 (213) 860-2643. (15)

****** 1980 YZ125G *******

Xlnt. cond., Sun rims, 8 ga. spokes, new tires, std. bore, stock engine, bike only 1 month old, moving to 250. Mint cond., better than new. Must sell!!! $975.00 or best offer. Call (213) 469-8731 or (213) 464-7137. (15/16)

'76 Yamaha IT 400

Good cond. $725 or best offer. (213) 863-2332. (15)

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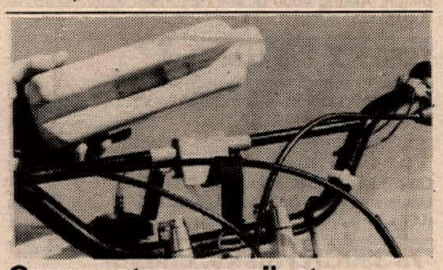
Excellent condition, never raced, fast. $525. Bret (714) 554-4828. (15)

Can-Am parts

Over stocked — 10% Off. Master Charge and Visa accepted. SPORT CYCLES OF HOUSTON, 2723 Yale, Houston, TX 77008. (713) 862-2252. (15/18)



Carry water, gas, oil, etc.

Enduro Jug 1 qt. canteen

Used by thousands of riders world wide as a safe, easy & convenient way to carry a canteen. Mounts firmly to cross brace with special bracket. Colors: White, Blue, Red, Yellow. Visit your local dealer. If they don't stock them yet, send $12.99, plus $1.00 shipping & handling, to TUMBLEWEED ENTERPRISE, P.O. Box 3607, Torrance, CA 90510 or call (213) 373-7044. Dealer & Distributor information available. (15) 1 AM

Immediate delivery
YZ 125G, YZ 250G, YZ 465G
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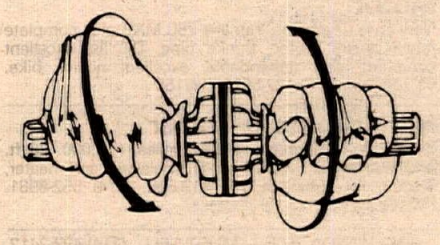
CONCORD YAMAHA (415) 798-2580. (12/15)

Thank you Carter Sale
1976 Husky 360 WR, $600. Vesco, Shorty levers, tool kit, etc. Going broke forces sale. Also 1979 Honda CBX with fairing & extras, $3,500. Also 1975 Husky 360 WR with Vesco, etc. $550. Days (213) 624-6281, nites (213) 920-2171. (15)



Powerflexor
Get in shape for motocross the easy way. Eliminates arm pump-up. $12.45 includes postage. ROSS LEARN, LTD., South 1412 Dartmouth, Spokane, WA 99206. (509) 922-2472. (15/18)

1978 KZ1000 Z1R - roadracer
Yoshimura engine, many extras. Must sell. (714) 497-2412. (14/17)

XR 530cc****street licensed
Very fast, '79, alum. swingarm, Works Performance, Yoko., Gunnar Gasser, 2 pipes, 2 tanks, cam, carb., K&N, much more, 50 mpg. No junk! Immaculate! $1700.00. (213) 333-7664. (14/15)

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14¼" length with springs, new, liquidation price $99 per pair; five or more, $84.95. While supply lasts. Will ship UPS. WILLIAMSON SPORTS MOTORS, RD 1, Mill Hall, PA 17751. (717) 726-3343 or (717) 726-4921. (13/15)

1971 Honda CB750K, $1150
Call Frank, weedays at (714) 996-4511. (13/14)

XR-750 Harley-Davidson
For sale: Harley-Davidson XR-750 racer. Never been run. For price and details call (913) 843-3333. HORIZONS, INC., 1811 W. 6th, Lawrence, KS 66044. (913) 843-3333. (14/15)

'64, '65 GREEVES 250 motorcycles and parts. Make offer. Russ (714) 750-3273. (14/17)

Wanted: '70 BSA rear fender
Must be good to excellent condition. Ken Flanagan, 58 S. Jefferson, Wooster, OH 44691. (216) 264-1662 or (216) 264-6227. (14/15)

For sale: Roberts' Yamaha
Rare, #5 of only a few made, DT IIs, WM 4 & 3, Lectron, fresh bottom end, two complete top ends ½ mile — short track, Williams pipe, 8 petal Reed, real fast, $1,600 negotiable. After 6 call, (203) 434-9381. (14/16)

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16", $150.00. (714) 523-5478. (15)

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All sizes available. Call TTFN DISTRIBUTORS, in ILL (800) 642-9567; other state (800) 851-1561. (14/17)

Yoshimura Z-1 Speed Equipment
Modified head, 1002cc slippers, Bonneville cams, CR 5 speed, header, much more. All brand new, priced below dealer cost. (317) 342-9689. (14/15)

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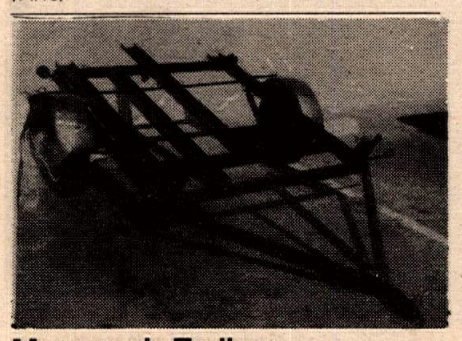
Not raced or ridden for past 2 years. In good condition, Works Performance shocks, Aaen high pipe, new piston. Asking $850 or will negotiate. (608) 868-2310. (14/16)

1980 KX 125 Uni-Trak
Grades in school falling — have to give up racing — excellent condition — 3 mos. old — $1,000 firm. After 6:00 p.m. (916) 644-2267. (14/17)

TZ125G
Only 3 left — 2 in crates. BERKELEY YAMAHA, 1548 University Ave., Berkeley, CA 94703. (415) 848-2309. (16)

'79 390CR Husky, cheap!
Early '79, 390 CR Husky. Lengthened swingarm, new top end, ported, mint. $1450.00. Call between 7:00 p.m. and midnight (714) 481-1939 or (714) 755-5458. (14/15)



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2 to 5 rail custom built motorcycle trailers. Dealer inquiries invited. (213) 862-9634 or (213) 861-7721. (38/TFN)

MOTOR YZ125C includes 175 top or want frame, $150. (714) 494-5548. (14/15)

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New models have hotter cams and bigger valves from factory. Good price. Call Dave at (312) 848-6365. (14/15)

WANTED: Rear hub assembly for Rickman Kawasaki or Honda, state parts & price. For Sale: 41mm Betor fork assembly for Rickman, $125. Call Herb, (412) 835-6598. (14/16)

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A, B, C radiator, water pump, cyl., head, gauge, etc. Call Ed, 9 to 5, (804) 397-5801. (14/15)

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Large inventory and shipped same day. Master Charge and Visa accepted. SPORT CYCLES OF HOUSTON, 2723 Yale, Houston, TX 77008. (713) 862-2252. (15/18)

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Overseas delivery & return shipping arranged for Moto-Guzzi & Ducati; including 850 LeMans II. For the price you would pay here for a Guzzi or Ducati, you could have a factory-prepared bike PLUS a trip to Europe. Contact RON LEVY LTD., 238 Mulberry St., New York City, NY 10012. (212) 288-5282. (15/TFN/EOI)

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Immediate delivery — in stock now — special deal to Prof. Lic. Holders only. Call H-D WEST — Scot or Bill (213) 822-3426. (15/TFN)

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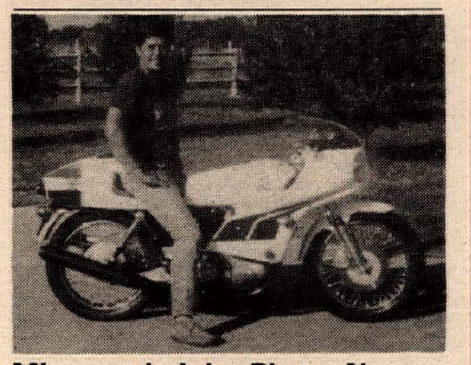

Mint cond. John Player Norton
Purchased in 1979, one owner, 1,000 actual miles, not a scratch, never fueled or oiled until last summer. completely original. Asking $3,995. (417) 742-2002. (15)

BSA Gold Star Road Racer
500cc model "BB", 1953, swingarm frame, formerly owned & sponsored by Daytona Beach BSA dealer. Runs well. "As raced" condition. Will crate. (212) 596-0504. (14/15)

Husky 390CR 1978
Never MX'd, about 40 hrs. on bike, hasn't been ridden over one year, excellent shape with all original components. Asking $1,150. (608) 868-2310. (14/16)

'79 Kawasaki 4 stroke
320cc Powroll, head work, cam, pipe, Del Lorto carb, Metzelers, suspension work. Sell or trade, offer, over $2000.00 invested. (714) 996-3241. (14/15)

YAMAHA, 1979, IT 175, 350 miles, like new, $950.00. (213) 326-4509. (14/15)

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Nylon Cordura MX Pants, all logos	53.95	37.95
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MX Boots, child's size 3-5	69.95	54.95
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Prices valid until May 1, 1980
BIRD Mini-Bikes & Go-Karts start at $199.00.
10% savings to any member of racing organization such as NMA, AMA, AME, CMC, AFM welcomed at Strada/Italjet distribution center. Mail orders accepted with $10.00 deposit. No COD. STRADA, 13148 Saticoy, No. Hollywood, CA 91605 (between Coldwater & Woodman) (213) 982-2000. Open M-F 9-6 p.m., Sat. 10-3 p.m. (14/TFN)

Suzuki City Liquidation
Everything goes — motorcycles, parts, accessories, super discounts. 728 So. La Brea, Inglewood. (213) 674-1431. (12/15)

Late '76 Husky 360CR
Excellent condition. 6-speed, fresh top end, two tanks, 8 ga. spokes, swingarm needle bearings. Never raced. Great desert bike. $650. (714) 494-5051. (14/15)

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MODEL	MAX. TRAVEL
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Kawasaki KDX 175 '80	10.25"
Kawasaki KDX 250/400 '80	10.5"
Suzuki RM 125/250/400 '79 & '80	12.0"
Suzuki RM 80 '80	8.5"
Yamaha YZ 250/465 '80	12.4"
Yamaha IT 250/425 '80	11.0"
Yamaha YZ 80 '80	8.75"
Yamaha YZ 100 '80	8.0"
Yamaha IT 125 '80	8.6"
Yamaha TT 500 '79 & '80	9.25"
Yamaha IT 175 '80	10.9"

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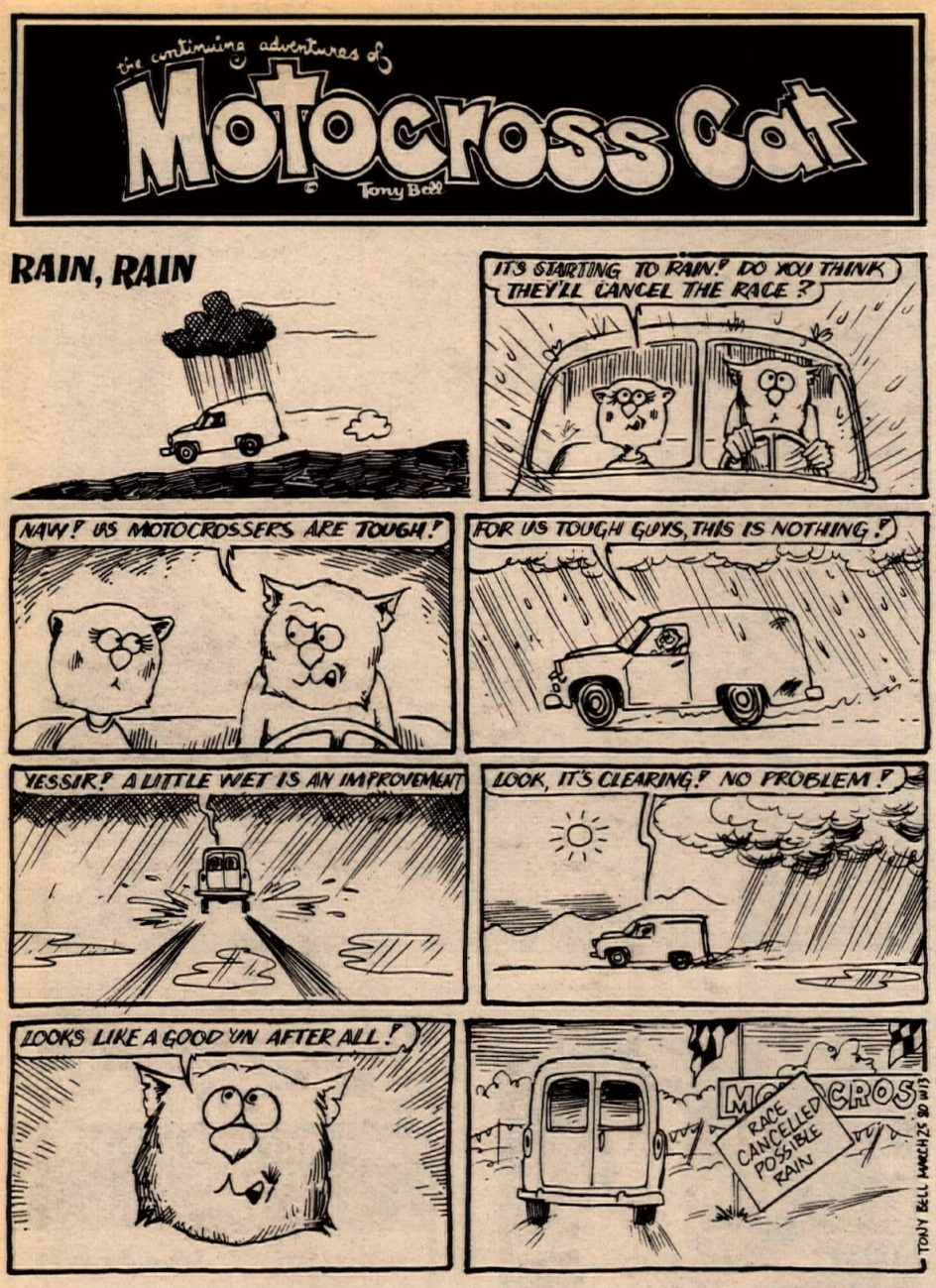
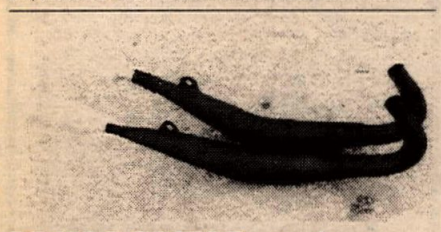


Two Daytona Specials

One new, one used. 1100 miles, immaculate condition, $1895.00 new, $1495.00 used. Dealer will crate and ship. Call SUNSET YAMAHA (405) 256-8664. (15)



RD400 & RD350 Protopipes

PROTOPIPE has all-new road-race style exhaust systems for the Yamaha Twins. Dyno designed to produce extremely strong mid-range & top end power. Complete with exhaust manifolds, rubber mounts, jetting & mounting instructions. Guaranteed to outperform all others or your money back. Available with aluminum silencers (pictured) for $185.00 or steel silencers for $140.00. PROTOPIPE EXHAUST SYSTEMS, 100 Cristich Lane, Campbell, CA 95008. (408) 371-3336. (15/EOI/TFN)

2 Open class motocross bikes

1979 Maico 400. New: Clutch, rings, primary chain, Metzelers, Gunnar Gasser, $1300.00. 1978 Yamaha YZ400E. New: Mains, rings, seat, $800.00. Both are in excellent condition, meticulously cared for. Will consider trade for 1980 250-400. (913) 792-3106 mornings, noon, evenings. (15)

'79, 125 KX

Engine modification by Dallas Baker, forks by Scotts, heavy duty spokes front wheel, $750.00 — 17" Fox Air shocks like new with gauge, $150.00. (714) 962-1891. (15)

Enduroized '76 XL250 Honda!

Runs and looks great. Extras like Curnutts, fork kit with air tensioner, pipe, Super Trapp and more. 2200 miles, $600. (213) 367-5521. (15/16)

240Z with 350+HP Chevy, 4 spd., unlead, 18 MPG, $10,000, mint. (714) 452-0259. (15/16)

Wanted

Quaife 5 sp. for Tri. or BSA complete. New or good shape. Call M.S.I. Tues. thru Sat. 10 a.m. to 7 p.m. (206) 763-9694. (15/16)

'79 Can-Am MX5, $825.00 !!!!

Ohlins, alum. sil., Renthal bars, extras. (213) 962-6011. (15)

Box trailer

Holds 3 bikes, shelves and cabinets, 9 ft. long, 6x6. (714) 628-3748. (15/16)

REAR WHEEL for '77-'79 YZ 125, IT 175, $75.00. Hub for same, $25.00. Both have brakes. (408) 297-5980. (15)

Honda MR50, 1974

Like new condition — low miles, $300. Ask for Gary, day (213) 964-4319, evenings (714) 622-4079. (15/16)

1978 Husqvarna 250CR

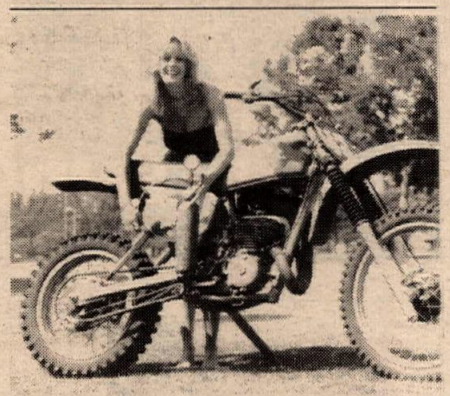
Excellent condition, never raced, new car forces sale. $1,200 or best offer. After 5 p.m. (213) 330-6257. (15)

1979 Maico 450 Magnum

Has Thor swingarm, Fox shocks, Fox Fork Kit, spare engine, showroom cond. Must sell, $1,800 or best offer. (714) 987-7704. (15)

NORTON, TRIUMPH, BMW MOTO GUZZI

Owners/dealers, stripped exhaust port threads repaired. JACK SIMMONS MC, 17320 Santa Rosa Rd., Perris, CA 92370. (714) 787-8388. (15/16)



Motorsport Air Shocks; bottles

13-16 Len 4-6 Trav., $174.50 w/o fins. $199.50 w/ fins. 17½, $224.50. Certified N2 bottles, $99.50. Bottle & shocks, $25. Disc. MOTORSPORT, 15520 Illinois, Paramount, CA 90723. (213) 531-0418 or (213) 596-3691 eve. (15/18)

1977 TT 500 Yamaha

Built to 650cc, C&J frame, oil cooler & extras. $2,800.00 invested — Asking $1,500.00. Ask for Jeff (714) 828-6254. (15)

Do you need a ride?

AMA Pro: A.F.M. #400 — will back up ride for Ontario 6 Hour Race. Phone (209) 221-1983. Rick Villanueva after 5:30 p.m. (15)

'79 RM125N

Sun rims, heavy duty spokes, 520 chain — $775.00. (213) 426-9772. (15)

KTM MC5

KTM MC5, 1976, 250cc. Excellent cond., Fox Airshoxs & fork, '78 frame and much more. Best offer. Call Jack (714) 840-5345. (15/16)

Rickman Rickman Rickman

125 Zundapp/250 Montesa engine parts. Large inventory. Rickman Distributor. TARGET PRODUCTS, INC., 2724 W. Main St., Alhambra, CA 91801. (213) 284-3238. (7/TFN)

'77 Suzuki RM125

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SUZUKI '79 RMN 250, xlnt. condition, $900.00. (213) 638-3948. (15/16)

Will trade

'74 Honda MT 250 Elsinore, 750 miles, street legal, registered for '80. Runs like new. Even trade for ATC 90. Call anytime (213) 699-4232. (15)

'74 Honda TL 125 trials

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'79 C&J Honda 500

XR500, C&J frame, Works Honda forks, Ohlins shocks, many extras, very fast, excellent cond., low miles, $3,000. (714) 661-0277. (15)

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Overstock sale! HONDA OF OCEANSIDE, 1718 Mission Ave., Oceanside, CA 92054. (714) 433-6830. (13/15)

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Chrome, new in box, bolt on installation for power & looks. Retain stock features (oil filter & drain plus access, passenger peg, etc). Name brand. Normal retail $280. A steal at $180. (213) 255-6173. (15)

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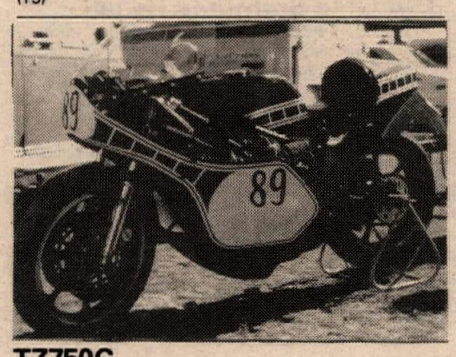
'79 SUZUKI RM400. All original, seldom ridden. (805) 259-4355. (15/16)

'77, 250 CR Husqvarna

Good condition, extras, $500.00 firm. (213) 679-7032. (15)



TZ750C

C&J monoshock, Morris mags, aluminum discs, Macke pipes. Bike is also street legal with title and license. Call Rick Darling, (313) 887-2021 or (313) 685-5671. (15/16)

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WANTED: Bultaco parts. (503) 753-0942 or (503) 753-2326. Keep trying! (15)

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'77½ Bultaco Frontera

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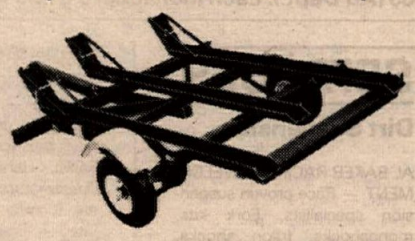

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'79 Windjammer Mark IV fairing

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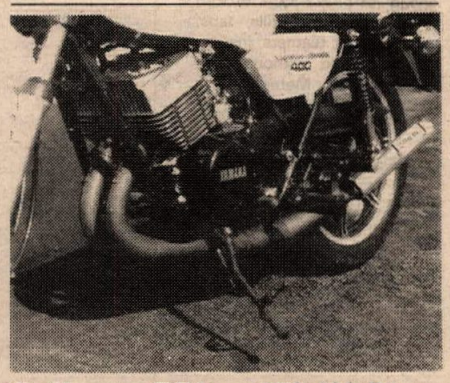

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seen in the hands of concerned parties.

Asleep at the typewriter: In last week's Transatlantic Match Race bulletin, we listed Wes Cooley and Dave Aldana as having ridden Yamahas. Wrong. They were on Yoshimura F-1 Suzukis.

Dave Aldana has left the Yoshimura team, and he's signed a 1980 contract with Team Kawasaki. David will ride the remaining AMA Superbike Series race — they flew him immediately to Talladega for last weekend's event — and he'll team up with Eddie Lawson for AFM's April 26-27 Honda Ontario Six Hour Classic.

Wayne Cornelius phoned Papa with some important info for Honda Ontario Six Hour Classic competitors. Wayne's company, Pacific Racing Products, will have their fast-pour gas cans ready in time for the event. You can get in touch by dialing 714/278-9808.

Chuck Parme and Whitney Blakeslee will team up on a Kawasaki for the Honda Ontario Six Hour Classic. The Parme/Blakeslee duo is Kal-Gard/Graham Sheet Metal/Champion Motorcycles sponsored.

Keith Guenther, Los Padres National Forest District Ranger, has denied the Sierra Club's request to revoke the permit for the Hi Mountain Enduro. The rejection was based on the fact that the documentation supporting the conservationists' position was filed two days late. Sierra Club spokesman Robert Griffin said he will appeal the decision to the Forest Supervisor. Should that fail, the club will attempt to get a court injunction to stop the event. The Sierra Club is protesting the enduro because the course crosses some areas under the "further planning" designation in the current land use planning program. The club wants more such areas placed in the wilderness category. Presently, 23% of Los Padres is existing or proposed wilderness, and 50% of the forest is marked for further planning.

We should have known. Remember that YZ465 ridden by AMA Junior Ron Yamamoto that did well enough at Ascot to warrant a mention in Roxy Rockwood's National Papers column? Papa just learned that the bike is Rob Muzzy's latest brainchild, so no wonder it's fast. Ron, Rob and YZ will be at Ascot again for the April 25 Regional, and they're also going to try their luck with the San Jose Mile, the Junior Invitational program, that is.

Speaking of giant killers and interesting bikes, road racers attending the April 20 Golden State International Raceway (Sears Point) race will enjoy taking a look at Chuck McAvoy's 500cc single cylinder pavement scratcher based on a Honda XL500.

Want a new minibike? According to the folks who are putting together AME's Honda American Minicycle Championship Series, you can save enough in travel expenses by riding their series to afford a whole new bike. The series opens May 10-11 at Indian Dunes, so phone 213/881-5778 for details.

Papa's main man in NorCal, Bill Spencer phoned in the results for the April 12 AMA Regional MX held at Marysville's Riverfront Park. In the 125cc Pro class, Donnie Cantaloupi rode his Yamaha to a perfect 1-1 victory. Eric McKenna repeated his last week's win in the 250cc class, this time with a 2-1 tally on his Euro Cycles Maico. Randy Losh on another Euro Cycles Maico won the 500cc race with a 4-1 total.

Harley's "Artistry in Iron" free show at the L.A. Sports Arena has been changed to Saturday/Sunday, July 12-13. Previously announced as July 11 and 12, the new Sunday date will allow easier access, especially for out-of-state visitors. The show highlights hundreds of custom, vintage and racing Harleys in the giant facility. The previous H-D show at the same facility two years ago drew over 30,000, and this year's is expected to be the largest motorcycle show ever produced on the West Coast.

Weekly speedway racing comes to the Denver, CO area starting May 7 as Speedway Enterprises opens a series of races at the Adams County Fairgrounds. For additional info, contact Ralph Currier at 303/693-9104.

Inland Motorcycle Speedway's 1980 Speedway program gets underway April 16 at the San Bernadino facility. Gates open at 6:30 p.m. and the show starts at 8:00 p.m. Admission is $4 for adults, but kids age 6-12 can get in for only 50¢, and the five-and-under crowd can watch for free. Season tickets are available.

The AMA has appointed the management for AMPAC, its Political Action Committee registered with the Federal Election Commission to contribute to federal political campaigns. AMA's Ed Youngblood, government relations director, will serve as chairman, while AMA accountant Russ Sinzinger has been named treasurer. Other appointments to AMPAC's management committee include AMA members Bill Gifford, Gene Wirwahn, John Hasty, and Merrill Moody. These appointments were made by AMA Executive Director Lin Kuchler. ●

California Capitol

Confidential

Last week was a big week for hearing bills in the Legislature. All bills which had to be heard in a fiscal committee were required to be approved by a policy committee by Friday, or they would have died. As a result, the Legislature was hearing bills well into the evening hours all week long. We have tried to get a handle on the action taken on the motorcycle bills which were scheduled for action during the long and hectic week.

On Monday, Apr. 7, Assemblyman Kapiloff's AB 990 was approved by the Senate Finance Committee, clearing the way for final action on the Senate floor within a couple of weeks. The bill carries a provision that the State Department of Parks and Recreation shall begin planning for a statewide system of off-road vehicle trails. Although the Department submitted an amendment at the last minute which would have allowed them to weasel out of a real commitment to do a meaningful trails planning project, we have received assurances from Assemblyman Bob Hayes' office that he has reached agreement with the Department that they will commit to doing the study as originally envisioned when this legislation was first introduced.

On Tuesday evening, Assemblyman Hayes presented his new "Sagebrush Rebellion" bill before the Assembly Resources, Land Use and Energy Committee. The new bill replaces one which was earlier vetoed by Governor Brown. This time the Governor has agreed to sign the bill, not so much that the Guv has changed his position since the last time, but he was not sure that he could have prevented another override of his veto. Anyhow, Hayes' new bill was approved 10-0 by the Committee and looks like it is destined for clear sailing through the Legislature.

Another bill of importance to riders was scheduled to be heard on Thursday, but was pulled off the calendar at the last minute. This bill is Chappie's Assembly Bill 2111 which would have removed the Off Highway Vehicle Program from the Department of Parks and Recreation and place it in the State Lands Commission. The bill was initially approved by the Assembly Transportation Committee, and was scheduled to be heard by the Ways and Means Committee this week. Department of Parks and Recreation officials met with Chappie and Hayes and agreed to support a bill which would require the Parks people to make a more serious effort with the program than they had in the past. With these agreements, Chappie agreed to amend the bill and give the Department another year to mend their ways, or else. The new bill will set up a high level office of Off Highway Recreation within the Department of Parks and Recreation to oversee the program. According to Hayes, this set-up might produce the desired result with less disruption to some of the accomplishments that the Department has been producing of late.

In the meantime, Hayes has assured us that he has another measure; Assembly Concurrent Resolution 124 which calls for a study of the entire organizational structure of the Parks and Recreation system in the state. It is conceivable that such a study will split the functions of Parks and Recreation into separate departments, or suggest some other organizational alignment which would be more suitable.

On the federal level, the BLM's proposed Desert Plan goes to public hearing this week. The proposed plan alternatives are in a review process until May 15. Every dirt rider should get a copy of the plan and attend one of the hearings, and then send BLM written comments before the written comment period ends May 15.

Although BLM has four so-called alternative plans, they are pushing for the "balanced alternative" plan. If the balanced plan really were balanced that would be fine. Unfortunately, their idea of balanced is not exactly consistent with any definition of the word balance which we have ever seen. Using the BLM's alternatives, only the "Use Alternative" comes close to providing the kind of riding areas which we really need. Go to one of the hearings and insist that BLM support "balance" by approving the Use Alternative. The hearings schedule is as follows:

San Diego
Thursday, April 17
San Diego Veterans Memorial Bldg.
Park Blvd. and Zoo Drive
Balboa Park

Sacramento
Tuesday, April 22
Sutter-Placeer Room
Sacramento Community Center
14th and K Sts.

Oakland
Wednesday, April 23
Kaiser Center Auditorium
300 Lakeside Drive

Los Angeles
Wednesday, April 30
Board of Supervisors Hearing Room
500 West Temple

Palm Springs
Thursday, May 1
International Hotel
International Room
1800 S. Palm Canyon Drive

El Centro
Monday, May 5
Imperial Irrigation District
1285 Broadway
Auditorium

San Bernardino
Thursday, May 1
San Bernardino Convention Center
303 North E. Street

Bishop
Monday, May 5
City Council Chambers
377 West Line Street

Ridgecrest
Tuesday, May 6
Burroughs High School
Burroughs Access Road

Blythe
Tuesday, May 6
Ruth Brown School
Auditorium
241 North 7th St.

Barstow
Wednesday, May 7
City Council Chambers
220 E. Mountain View

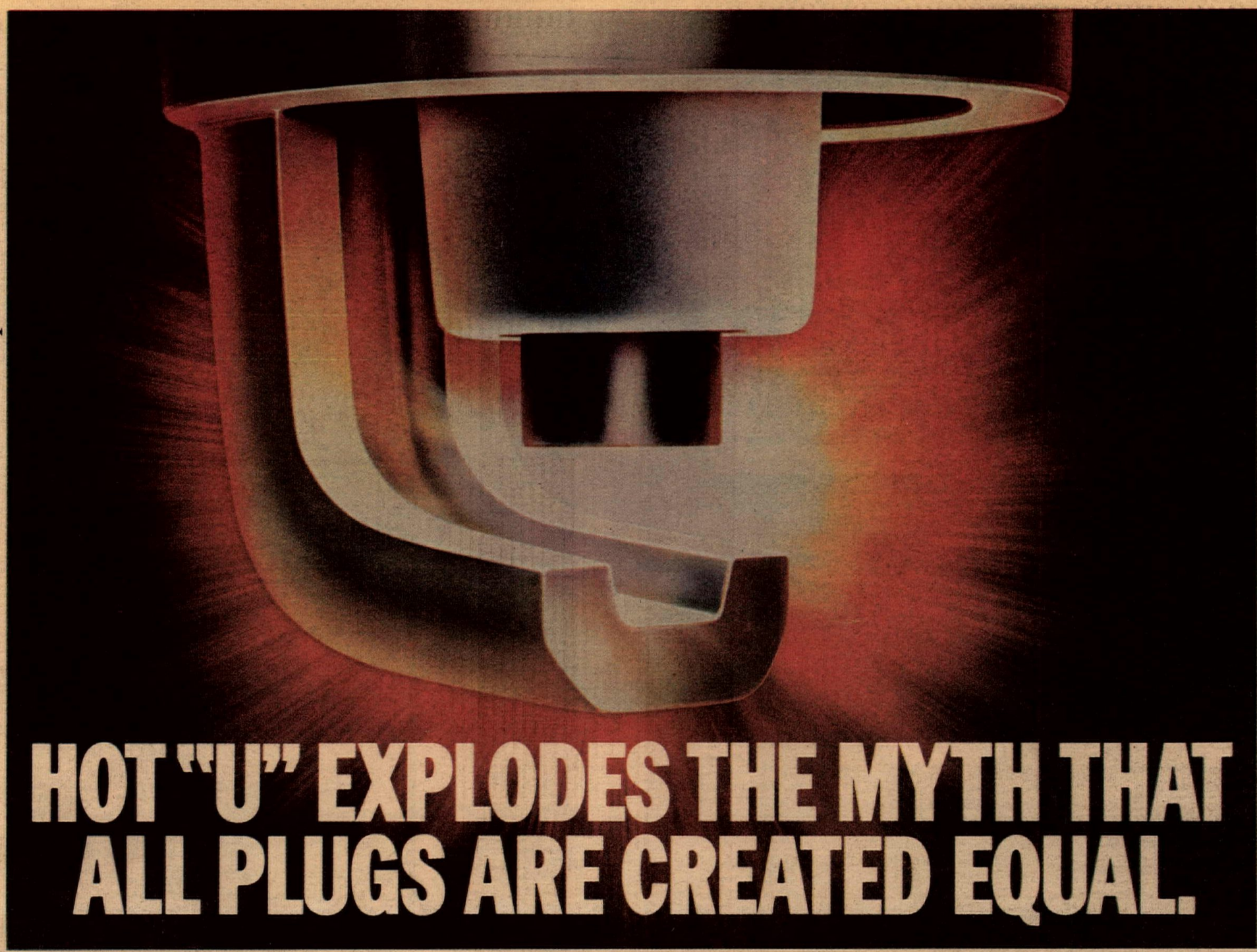
Needles
Wednesday, May 7
City Council Chambers
1111 Bailey St.

Persons wishing more information can call toll free in California 800/442-4946. Everyone should make a point to attend the hearing nearest their home and speak out on behalf of the Use Alternative. Write and support the Use Alternative to: Bureau of Land Management, Box 5555, Riverside, CA. And if you have a little spare time, it wouldn't hurt to call their toll free number and tell 'em you support the Use Alternative.

The National Outdoor Coalition will prepare a map outlining the critical areas which need to be kept open for use by recreationalists. NOC is a coalition of motorcycle, four wheel drive, dune buggy, rockhound and other user groups of the desert. They hope to make their map available for publication within the next week or so. If it is available in time for the hearings, look for a NOC person at the hearing and they will help you if you wish to testify.

On one final note, in case you missed this important piece of information during the flood of information eminating from the state capitol this week; we should note that the legislature declared April as Venereal Disease Awareness Month. Our news source tells us that this the 10th year that April has had this distinction. The press release does not suggest how one is expected to celebrate this momentous occasion, and far be it from us to suggest anything, we'll just leave you with the knowledge that the legislature has deemed that April is the month that you should be thinking about these things.

C. N. Deepthroat



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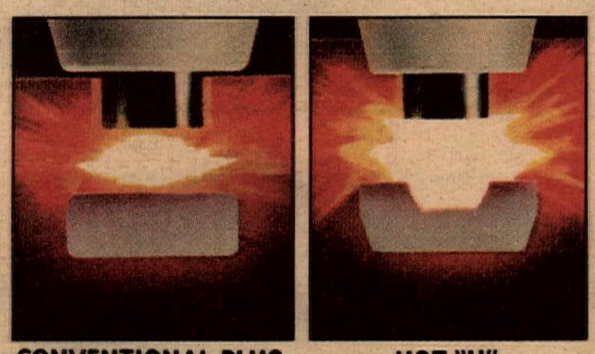

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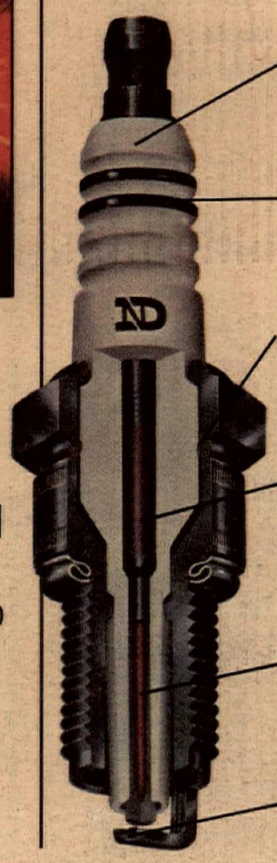

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ON THE FRONT PAGE: How do you convert a mild-mannered, shaft-driven Honda CX 500 V-twin into a contender on the AMA's formidable Winston Pro dirt track circuit? Here's how Team Honda did it. See page 8. Photo by Charles Morey.

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VOICES

Senior citizen's MX lib!

Motocross is a comparatively young sport enjoyed mostly by young people. We do have Old Timers and Vets, but do they ever stop to think that one day they're going to be senior citizens?

Here I am in my second childhood and no class to ride in! I am only 72 and even the kids on their 80s throw mud at me. I enjoy riding. How about a Senior Citizens class? One for the over-65s.

Was that someone I heard laughing? That's easy to take. The old crocks I know call me nuts.

LOU BOUSCAL
Middletown, CA

Wosick not a spoiled brat

I just read your article on Larry Wosick. I have waited four years for you to do an article on one of my favorite riders, and what do I read — yuk!

Larry Wosick is not a spoiled brat like that article says. I was at that race where he's supposed to have left Mike (McAndrews) and he stayed until the end and never left Mike standing there. He also got his Vette after he signed with Kawasaki and what young man doesn't want a Vette?

Larry is an excellent rider and he's worked hard to get there. True, I guess Mom and Dad helped a little, but I think all parents help out. Besides, I know for a fact that a lot of the races he won helped to keep his bikes up and buy clothes before he signed with Fox. He did win a lot of races you know, anyway.

I think you should have read that article before you published it and also I think you should interview Larry and retract that article. It was horrible and false and ugly. I could go on but what would be the point? The damage is already done.

D. BIAGE
Sunnyvale, CA

Hangtown thank ya

The membership of the Dirt Diggers North M.C., Inc., would like to take this opportunity to thank the many organizations and businesses who supported the Hangtown '80, AMA National Motocross. Their support ensured another successful Hangtown event.

While the complete list of those who helped would run pages, we would like to extend a special thanks to our sponsors: Carmichael Honda, Coors, Hi-Point Racing Products and Robert Bosch Corp., as well as the National Motorcycle Patrol, F-Troop, Sierra Old Timers, Ride-On and Flying W's motorcycle clubs.

It is through the co-operative efforts of these and others that has enabled a bunch of motorcycle riders like ourselves to present an event the magnitude of Hangtown. We will forever be indebted to these supporters who have helped us achieve the success we have all worked so hard for.

FLOYD L. LEWIS
Secretary, Dirt Diggers North M.C.

Scoring difficulties

On Apr. 3, I attended and participated in the opening night of motocross at OCIR. The races were held by R.A.C.E., who held the same program last year. The track is well prepared and flagged and it's located close to my home so I like to go out and race as often as I can. One major problem seems to come up repeatedly, including last year. It's a problem with scoring.

My objective in racing is to do the best I can when the gate drops and see how I compare to others in my class. It is not fair to myself and the other racers to hold an event which cannot be scored properly or scored at all. Yet this seems to be the case. It's not only my class but others as well and seems to be unique to OCIR and R.A.C.E.

Last year and opening night this year, my class had two gates in one race with an average of 15 entrants per gate. Thirty people in the same race, in different divisions (gates), with two different leaders, on a very fast, tight, "bitchin'" course. Each pack of racers stretches out and one race blends into another. In short, who's in first what's in second, and third just shifted to fourth. Obviously the scoring becomes total mass confusion.

The scorers are only partially to blame. It seems the organizer, who is also the announcer, worries about his announcing rather than overseeing the actual developments in scoring a particular race. Other clubs have one guy who oversees and officiates the program. R.A.C.E.'s counterpart spends his time in the announcing booth rather than at the start and on the track officiating a well scored race.

It is he you go to when there is a problem with the race conditions. When asked for a rule book he said there wasn't one available. When asked about the scoring of a particular race, he had no concrete answers. In short, the race wasn't organized enough to ensure any problems could be worked out smoothly. Instead, I left the track without knowing how I had done. I know I didn't win, but I wasn't last either, and that's the whole point of going racing.

In conclusion, I'd like to say, I will come out to OCIR and race because I like night motocross, and I like the track, but please, Mr. Steve, put on a decent race. I don't like paying a lot of money just to come out and ride.

MIKE DOMANCHICH
Los Alamitos, CA

Progress report

I am beginning to receive comment from the California congressional delegation concerning an investigation into the BLM's activities in California. Your help is needed to convince these men that there is a problem and that action is necessary. So far, I have received the following:

1. S.I. Hayakawa has sent a copy of letter calling for an investigation to the BLM for their review and appraisal.
2. Charles Pashayan (Congressman, 17th District) concurs that Congress should hold "oversite hearings," but after the BLM has completed its final plan (September 30, 1980). Mr. Pashayan is a member of the subcommittee on public lands. It would be nice if we could convince him that an investigation into these matters is needed now.
3. Wayne Grisham (Congressman, 33rd District) has initiated an inquiry at the BLM and is awaiting a response.
4. Glenn M. Anderson (Congressman, 32nd District) states: "While I would like to provide every assistance in this matter, your residence is located in the district represented by my colleague, the Honorable Wayne Grisham." (Is there anyone in the 33rd district who wants to help? If so, give me a call.)

We have a problem. The general reaction has been to refer the matter back to the BLM for comment. I doubt that the BLM is going to agree that an investigation is needed, therefore we need to demonstrate the need for an investigation. Please, take a few minutes and write two short letters; one to Senator Hayakawa and one to your congressman. Ask them to start or support an investigation into the BLM's activities. If either you or your club has been damaged by the BLM's actions, tell them what happened. If I can assist you in any way, please feel free to call or write me.

THUMPER FREAK
8202 Vista del Rosa
Downey, CA 90240
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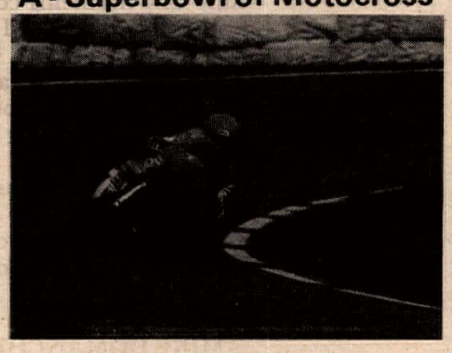
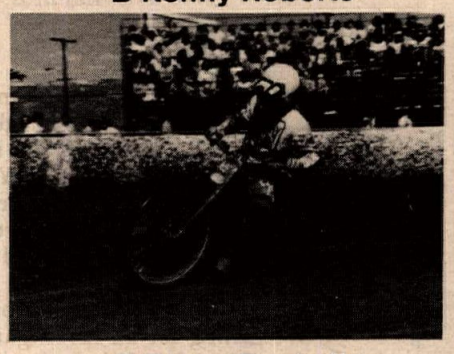
A - Superbowl of Motocross



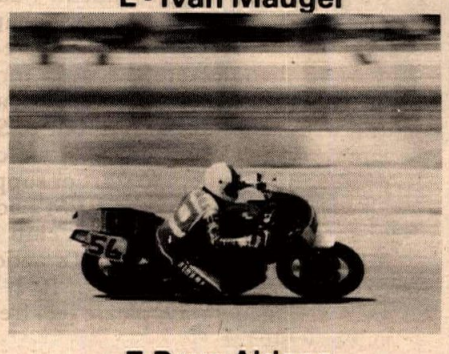
B-Kenny Roberts



C-Bruce Penhall

D-Bob Hannah

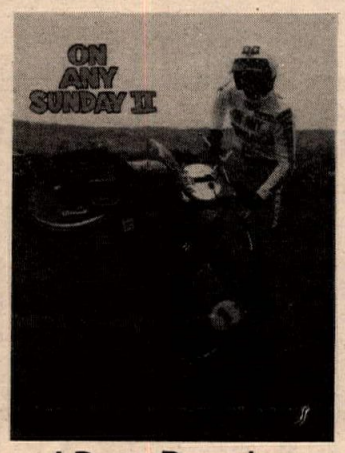
E - Ivan Mauger



F-Dave Aldana

G-Dutch Grand Prix

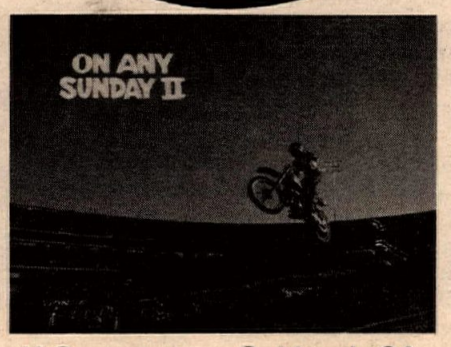
I - Brad Lackey



J-Doug Domokos

K-Graham Noyce

L-Japanese Rider



H-Supercross, Oakland, CA.

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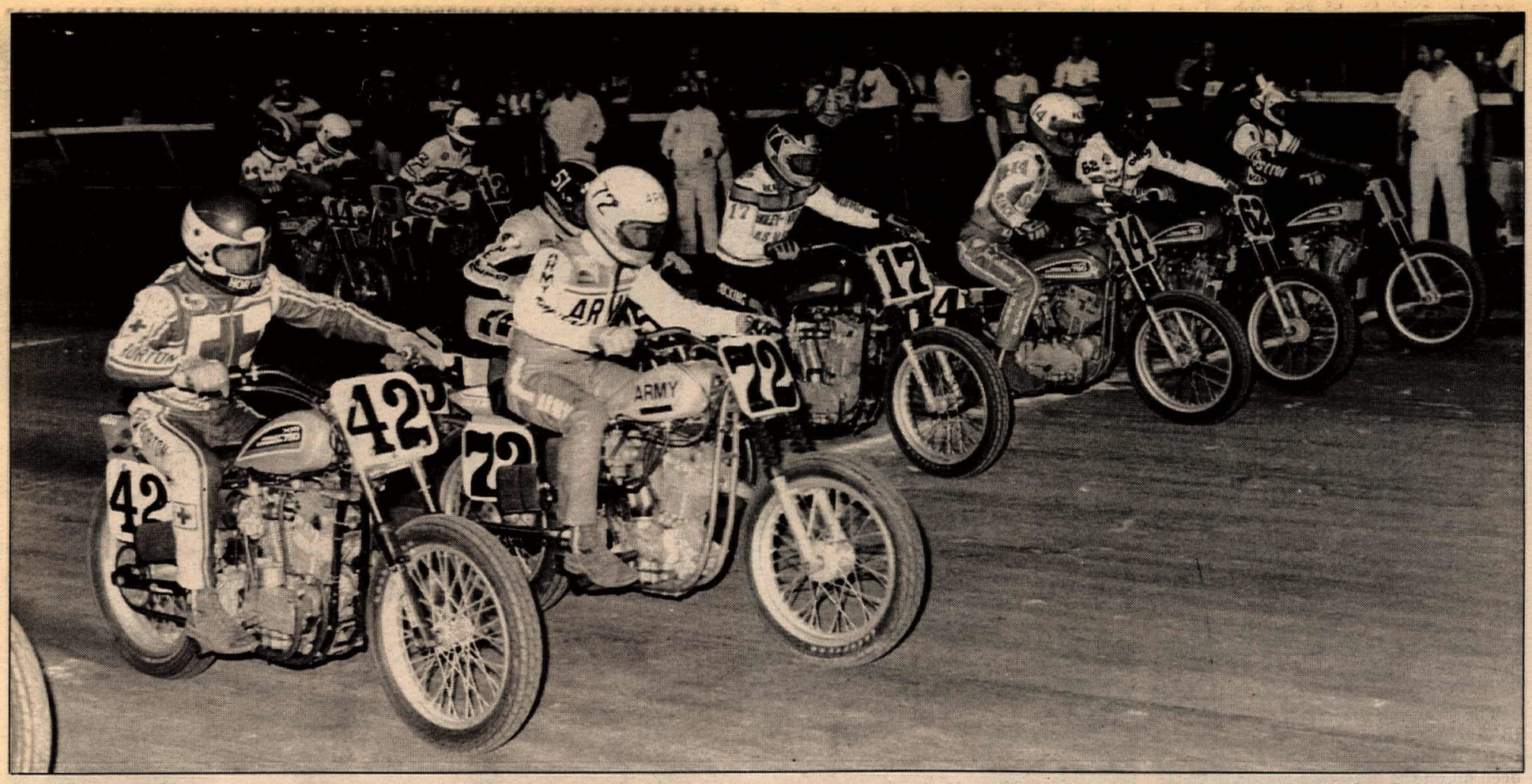
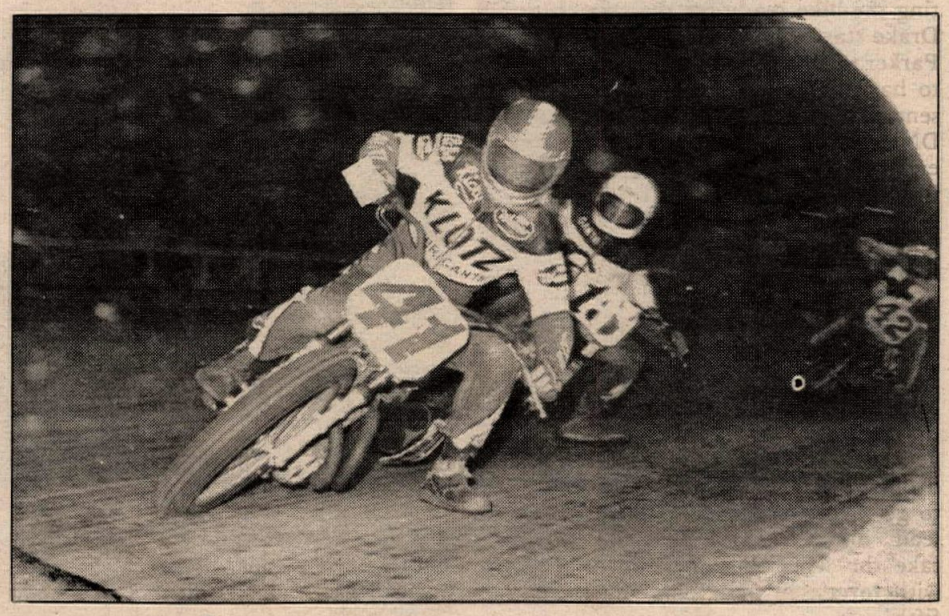


(Above) The National field roars off the line, led by Steve Morehead (42), Mike Kidd (72), Rick Hocking (17), Hank Scott (14), Corky Keener (62) and Steve Eklund (1). (Below left) Scott and Kidd celebrate. (Below right) Ricky Graham (41) took third; Garth Brow (15) sixth.



AMA Grand National Championship/Winston Pro Series: Round four

Hank Scott roars through the pack for Sacto win

By Dale Brown
Photos by Charles Morey

SACRAMENTO, CA, APR. 12

"I knew back in Florida that I was going to win this," exclaimed a jubilant Hank Scott, standing in the pay line to receive the winner's share of the purse for the 25-lap National mile promoted by J.C. Agajanian at the Cal-Expo Fairgrounrds.

Asked how he got around Mike Kidd, the defending winner who led much of this race, Scott replied, "The man upstairs." He added, "I must've had a hundred people praying for me down in Houston. You just don't go from dead last down the back straightaway to win without some help from upstairs." Scott announced that he would be riding for a new sponsor — Team Jesus.

Kidd held on to finish second and take the Winston Pro Series points lead, ahead of the absent Kenny Roberts, 34-33. Ricky Graham also came up from behind the leaders to take third late in the race.

Number One plate holder Steve Eklund is still without Winston Pro points after four events. Eklund qualified for the National and was in contention for the lead until the coil worked loose and grounded itself against the frame. He was listed 15th, one position out of the points.

After much optimism about the chance of former champ Jay Springsteen competing in the event, his recurring stomach troubles struck again. "As soon as he came out here, he started having trouble," said tuner Bill Werner. Steve Morehead used one of Springer's bikes to finish fourth in the National.

Two new machines made their debut. Jerry Griffith brought a Honda CX500-based machine for Jeff Haney, which featured the engine mounted sideways in the frame, thermo-syphon water-cooling, and a reworked sidecase to mount a sprocket and drive chain. Ignition troubles kept the revs down and Haney did not ride it after time trials.

Ron Wood built a Harley-Davidson for Alex Jorgensen, probably the most Norton-esque Harley ever seen. The bike featured a custom red frame, familiar red tank, bobbed rear fender and Ohlins piggyback reservoir rear shocks. Alex made it into the National in his first ride on the bike and finished ninth.

Time trials

Mike Kidd's Army-sponsored XR-750 set a new qualifying record of 39.021

seconds, good for 92.258 mph. The track, as has been the case the past two years, was very dusty (the horse racing associations won't allow any chemicals for track preparation) and continued to be so; although the problem diminished as rubber transferred onto the groove. The track surface gets faster as the night goes on — Hank Scott's 25-lap record set in '78 is over 94 mph.

Garth Brow, Hank Scott and Steve Eklund occupied the other pole positions in the heats, with times ranging from 39.078 to 39.406.

Heats

Mike Kidd showed his intentions for a repeat win at Cal Expo by leading the first heat wire to wire over runner-up Corky Keener. Billy Labrie had third initially, but Gary Scott took it away on the third lap. Scott had barely two laps to enjoy the direct transfer as Wayne Rainey used the draft with his Chris Armstrong/H&H Workshop Harley to slingshot by going into turn three. For the next five laps, the second year Expert Rainey and the veteran Scott fought bitterly over third, and the battle was decided in Rainey's favor, putting him into his first-ever mile National. Scott led Labrie and Terry Poovey into the first semi.

The second heat also saw the leader, JB Racing/Arai Helmets-sponsored Garth Brow, go wire to wire. Brow had been hit on the head by a plastic pylon during a groove-widening practice session, crashed and had a frantic time getting the bike ready for the race. Scott Drake started off in second, but Scott Parker took hold of that and appeared to have it nailed until bike problems sent him coasting off the track for a DNF. About the same time that Parker broke, Rick Hocking pushed his Ray Beck XR past Drake's South East H-D mount. Positions held to the flag, and Randy Goss and Gene Romero had to be satisfied with fourth and fifth.

Lance Jones had the lead at the start of heat three, but that was quickly passed to Horton Racing's Steve Morehead. Hank Scott made his way up from a so-so start to pass Alex Jorgensen and Joe Wilson, while Jones dropped back to fifth. With two laps to go, Scott passed Morehead for the lead, but Steve got back around to take the win. Wilson finished third, with Jorgensen and Jones fourth and fifth.

Scott Pearson, Ricky Graham and Brad Hurst went for the lead as the final heat got underway. Pearson had the point position at the end of the first lap, Hurst at the end of the second. By lap three it was an eight-wheeled vehicle as Grand National Champ Steve Eklund moved his Zanotti/Castrol/Interpart special into the fray. Hurst opened up a slight lead while Eklund was busy getting by Pearson and Graham. Once by them, Eklund caught up to Hurst and went by with two laps to go. However, Hurst came back in the final lap and got his Wayne Hall/KRW Harley to the line first. Graham and Pearson had one of the best battles of the night over third, with Graham's Klotz/Wiseco machine in front at the flag by inches. Ted Boody, suffering the effects of a hard crash in practice, finished fifth.

Semis

The two transfer positions from the first semi were subject to heated debate as first Gene Romero and Gary Scott, then Scott and Terry Poovey, and finally Scott and Randy Goss argued over them. Harley factory rider Goss came from behind and took the lead on the eighth lap and held it with KK Supply/Sizemore Traveland-sponsored Scott taking the other transfer.

The second semi was equally combative as Alex Jorgensen, Scott Pearson, Ted Boody and Bobby Sanders changed positions regularly in the first half of the event. Finally Jorgy appeared to have the lead, but Boody came from third to first in one lap, and stayed there for the remaining lap as Jorgensen held off Pearson for second. After 20 miles of racing in two events, only a few feet total kept Pearson out of the National.

Trophy race

It was two laps at a time in the lead for Billy Labrie and Terry Poovey in the trophy race. Poovey led lap one, Labrie the next two, Poovey the following pair, etc. Bel-Ray-sponsored Poovey had the lead the final two laps, though, and held on to win in a side by side finish with Labrie's Fletchers H-D/Rebel Int./Florida H-D Dealers machine. After a spirited tussle, Bobby Sanders took third in front of Gene Romero.

National

The first few laps of the National were a blur as Garth Brow, Mike Kidd and Steve Morehead rearranged the order of the top three up to several times a lap; usually at the end of each straight as they used the draft and subsequent slingshot maneuvers to upset the status quo. Morehead later said that there was "so much drafting that when one guy went by, he usually brought another guy along with him."

Corky Keener joined the action up front, while Ricky Graham was a bit off the leading four, but heading up Eklund and the rest of the pack on the fifth lap.

Two laps later, with Kidd in the lead followed by Brow, Keener and Morehead, Hank Scott made his presence known by passing Eklund and closing on Graham.

Kidd, Brow and Morehead kept exchanging the lead as Scott moved past at least a rider per lap until he was in third behind Kidd and Brow. The following laps saw Kidd and Scott pull ahead slightly, only to be joined by Eklund. Before Eklund could make a move, however, he was back in fifth, then coasting off the track after the coil had grounded itself on the frame.

Kidd and Scott continued their upfront battle for a few more laps as Ricky Graham moved into third. "I was just behind that group (early in the race) but I couldn't catch them," said Graham later, adding "As soon as Hank Scott and Eklund passed me, we cut right through."

Four laps from the end, Scott made his move for the lead and took over. Kidd planned a last lap move: "I thought I'd get Hank down the front straight, but I wasn't getting as good a drive off of turn four as he was." After being shut out in '79, Scott had his first win of the '80 season early in the year.

Morehead finished fourth as Randy Goss completed a late-race advance to fifth. Brow was sixth, followed by Gary Scott, Corky Keener, Alex Jorgensen and Wayne Rainey. ●

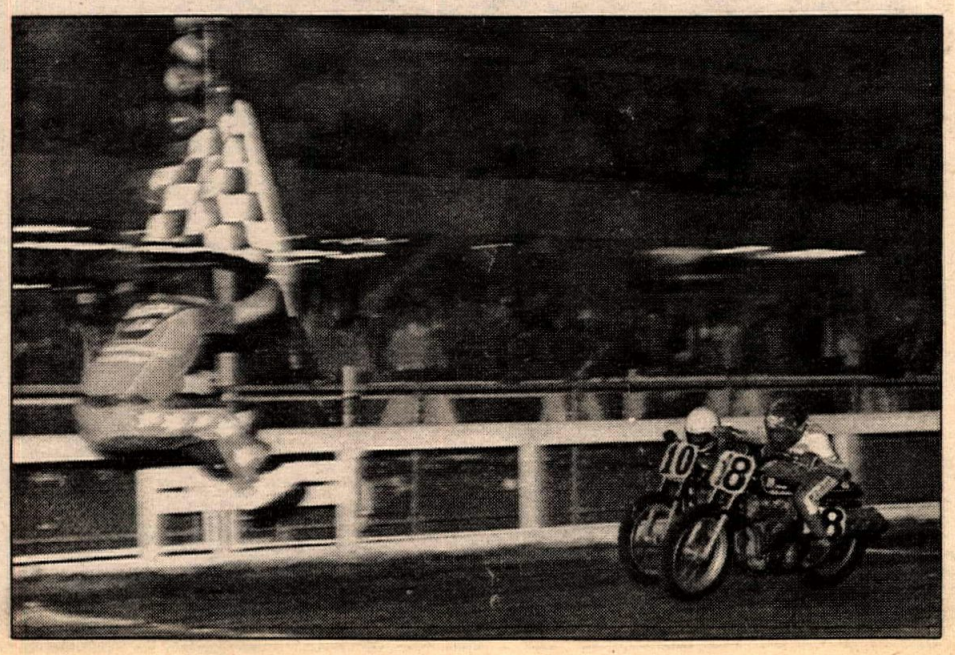
Results

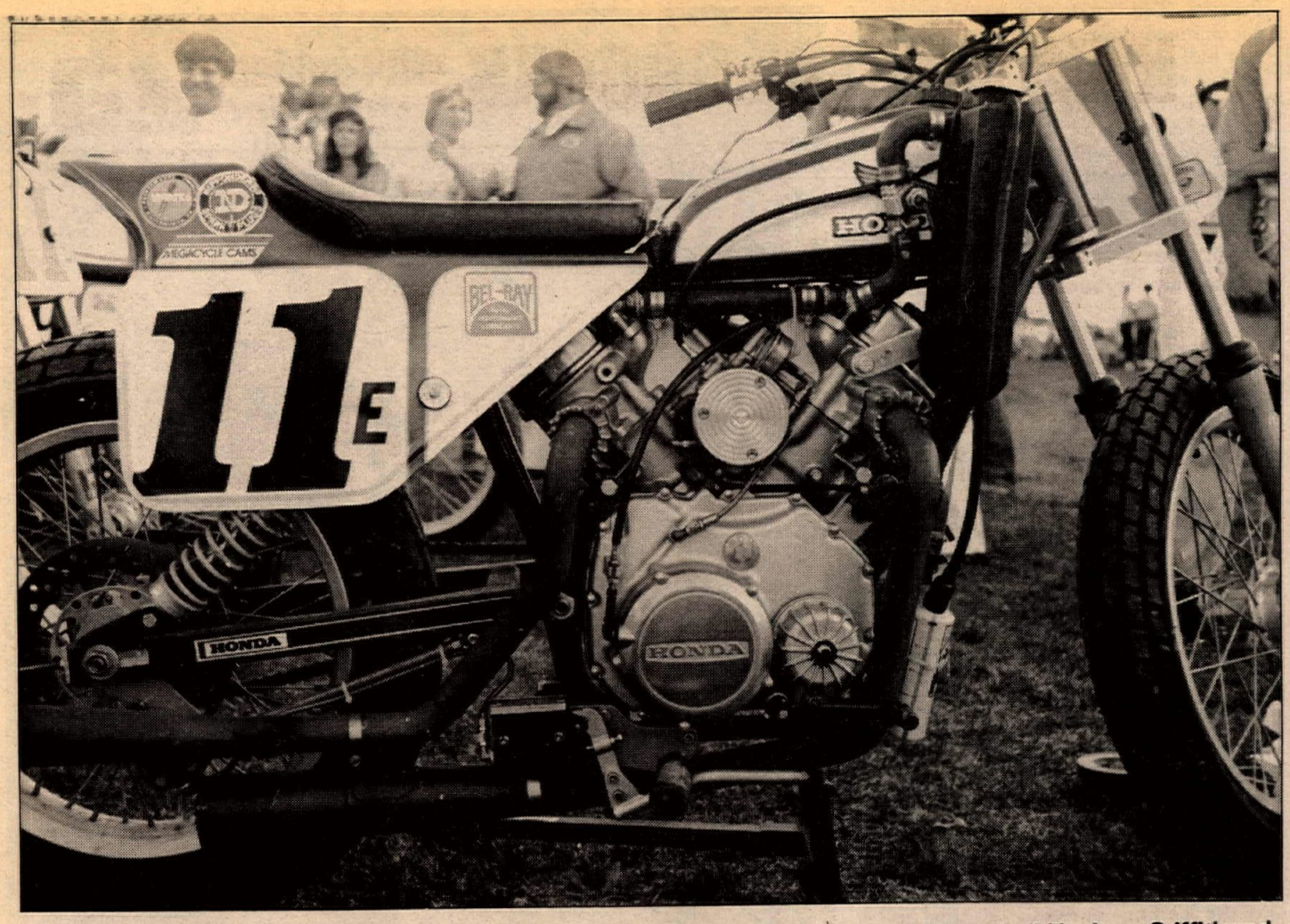
25-LAP NATIONAL: 1. Hank Scott (H-D); 2. Mike Kidd (H-D); 3. Ricky Graham (H-D); 4. Steve Morehead (H-D); 5. Randy Goss (H-D); 6. Garth Brow (H-D); 7. Gary Scott (H-D); 8. Corky Keener (H-D); 9. Alex Jorgensen (H-D); 10. Wayne Rainey (H-D); 11. Ted Boody (H-D); 12. Scott Drake (H-D); 13. Joe Wilson (H-D); 14. Brad Hurst (H-D); 15. Steve Eklund (H-D); 16. Rick Hocking (H-D).
TIME: 16:07.34
AVERAGE SPEED: 93.038 mph.

12-LAP TROPHY RACE: 1. Terry Poovey (H-D); 2. Bill Labrie (H-D); 3. Bobby Sanders (H-D); 4. Gene Romero (H-D); 5. Ted Davidson (H-D); 6. Lance Jones (H-D); 7. Bill Crabbe (H-D); 8. Scott Pearson (H-D); 9. Tom Duma (H-D); 10. Don Shobert (H-D).
TIME: 7:54.24
AVERAGE SPEED: 91.093 mph

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Mike Kidd (34); 2. Kenny Roberts (33); 3. Alex Jorgensen (30); 4. Randy Goss (25); 5. Hank Scott (23); 6. Ronnie Jones (21); 7. Mickey Fay (19); 8. Ricky Graham (18); 9. Dale Singleton (16*); 10. Gary Scott (15); 11. Scott Pearson (14); 12. Bruce Hanlon (13); 13. (TIE) Skip Aksland(*)/Jay Springsteen/Corky Keener/Steve Morehead (11); 17. (TIE) John Gennai/Freddie Spencer/Brad Hurst (10); 20. (TIE) Dave Aldana(*)/Garth Brow (9).
* — Pending appeal of Daytona results.

(Above) Lady luck was not with Eklund. (Below) Terry Poovey and Billy Labrie come down to their dramatic trophy race finish.



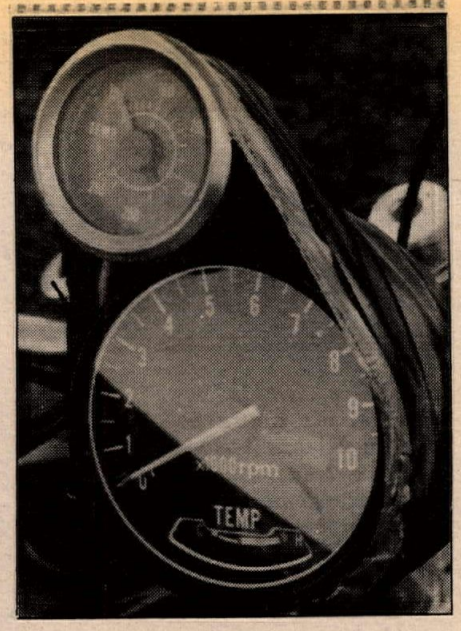


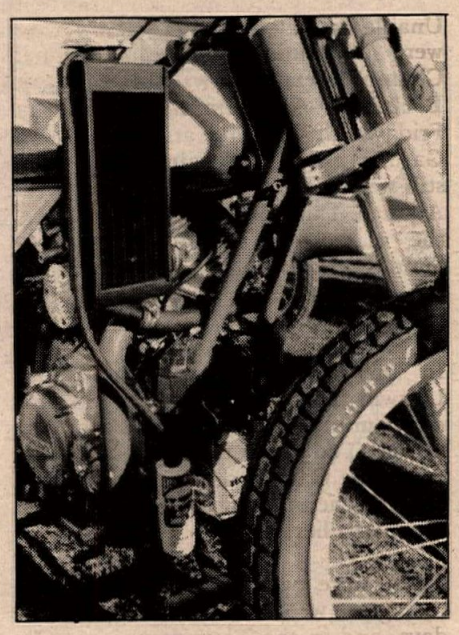
How do you make a watercooled, shaft-driven V-twin fit in a dirt tracker? Here's how Honda did it. Jerry Griffith and Dennis McKay (bottom right) finished bolting it together at 3:30 a.m. Saturday morning. "There just wasn't enough time to dial it in," McKay explained. "But we'll be ready for San Jose!"

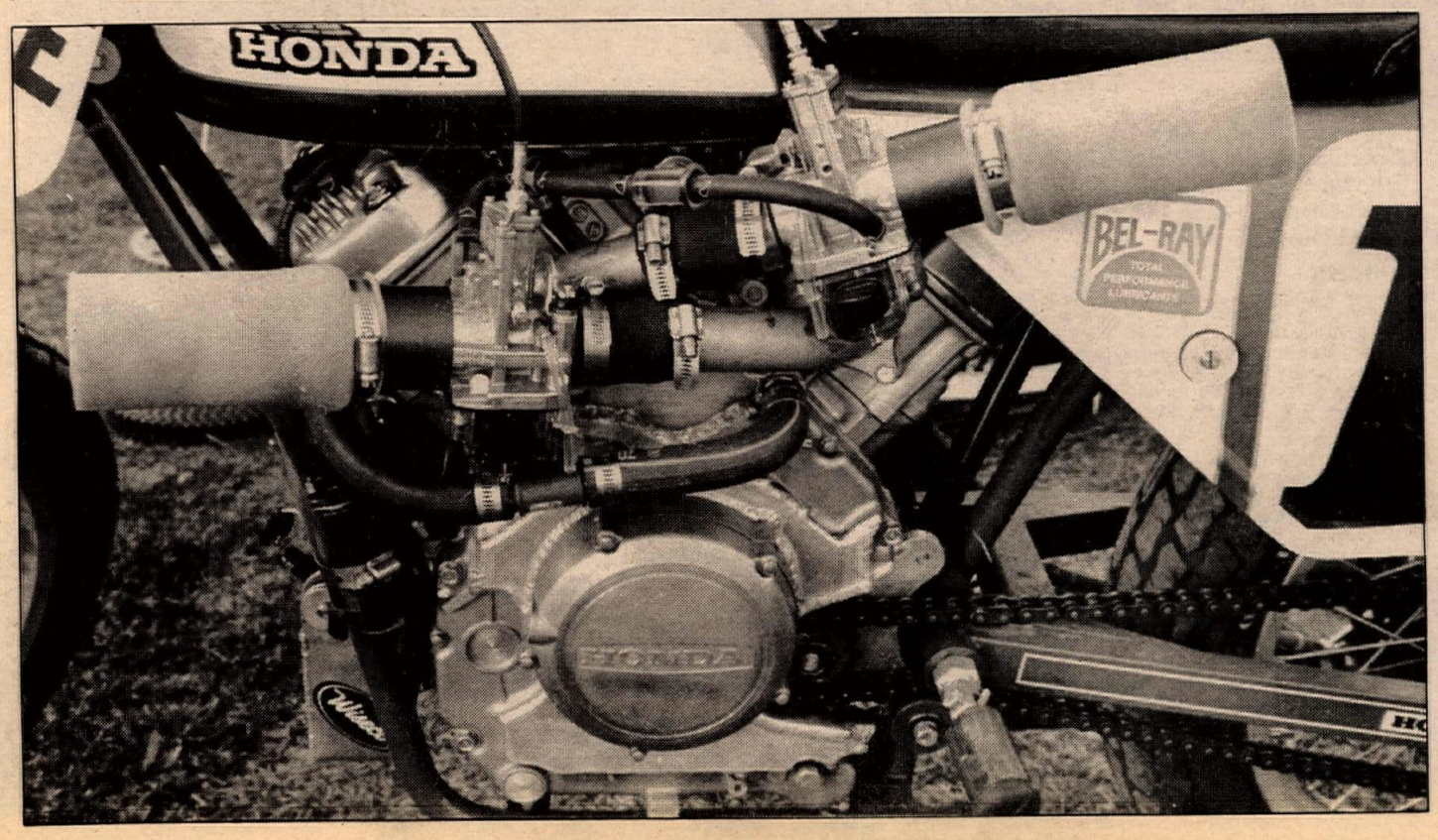
Team Honda's tricky little twin

Photos by Charles Morey

Or, can a mild-mannered 500cc V-twin street machine be converted to an XR750 killer?







TEN YEARS AGO

Jim Rice, riding his BSA to a National win at the 5/8th mile dirt track in Atlanta, GA was on the cover of *Cycle News* a decade ago. **Dick Mann** lead early, but Rice took over and then held off a late charge by Bugs to win the race. **Jack Warren** was third on a Norton. Canadian **Doug Sehl** won the Amateur class.

Unable to ride in the Atlanta race were defending Grand National Champ **Mert Lawwill** and **Mark Brelsford.** After finishing 1-3 in a Friday night half mile at Ascot Park in Gardena, CA, the pair crated their still-warm Harleys to be sent by air to Atlanta. Due to arrive on Saturday, the plane wasn't in Atlanta until Sunday, the day of the race, and then they couldn't find anyone to unload the plane's cargo.

In the aforementioned half mile, Lawwill held off the late-laps charge of Triumph-mounted **Tom Rockwood** to win. **Tod Sloan** took the Amaateur win while **Gary Scott** was handed the Novice victory when early leader **Kenny Roberts** DNF.

There were two nights of motorcycle racing per week at Ascot back in those days, and in the Thursday night TT, Mark Breslford romped home the winner over **Skip Van Leeuwen. Terry Dorsch** won the Amateur main event over **John Hateley** and Kenny Roberts had better luck as he won the Novice main, putting Gary Scott's win streak to an end.

Up in northern California, CMC was hosting the CZ Series, and Husky-mounted **Bob Grossi** was the big winner in the Carnegie Cycle Park round, taking the 250 and 500cc Senior classes. CZ riders **Brad Lackey** and **Ron Stockman** pressed Grossi in the 500cc event, while **Bob Bowers** (Mon) and **Phil Jacobsen** (CZ) were Grossi's 250cc competition.

The 250cc World MX Championship Series opened in Spain, and Suzuki's **Joel Robert** was the winner. Teammate **Sylvain Geboers** was second.

It was announced that an agreement had been reached between **Harry Oxley's** International Speedway Association and the Orange County Fairground's for the second season of speedway racing on the tiny Costa Mesa, CA oval.

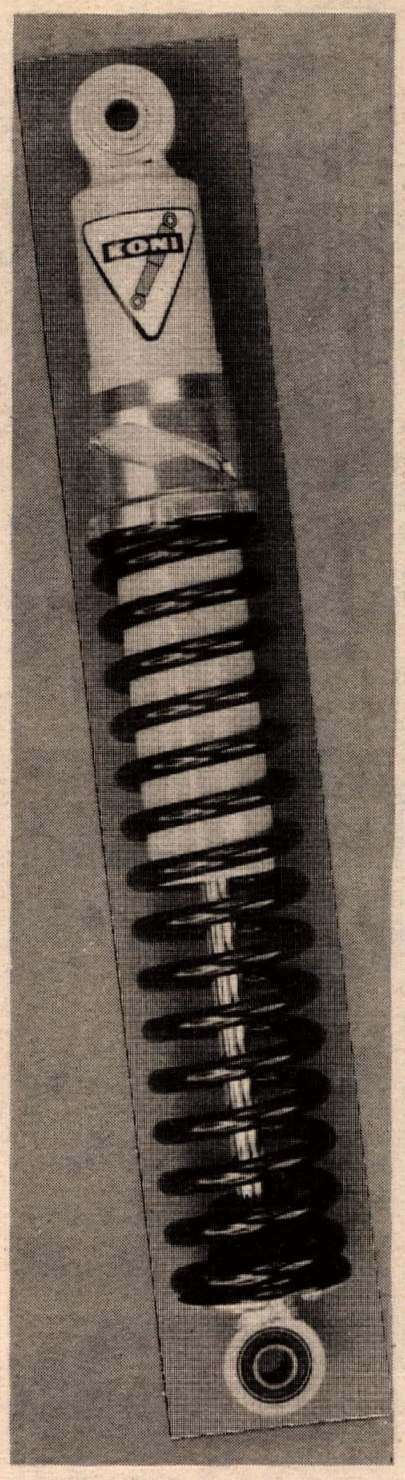
Tom Poteet raced his Bultaco to victory in the 80-mile Antelope Ramblers D-37 hare and hound. Mint 400 co-winner **Mike Patrick** was second ahead of **Tom Smith.**

In the annual TT and motocross doubleheader at Boise, ID, Mert Lawwill grabbed the TT while none other than Dick "Bugsy" Mann won the motocross.

Honda issued a recall on its CB750s, which had been bothered by sticking throttles and breaking chains. New throttle and carburetor parts, as well as new rear wheel damping parts, were issued to Honda dealers for free installation on the consumers' bikes. ●

KONI GAS MX SHOCKS with springs $25.00 per pair

select linear or progressive



RECOMMENDATION LIST KONI GAS SHOCKS

	Make & Model	Year	KONI #	L Max. (mm)	Recommended Springs Linear	Recommended Springs Progressive
BULTACO	Pursang Mk 5/7 125, 250, 350cc	72/74	23F-1025	345	240-9.5 or 240-14	—
	Pursang 125, 250, 370cc	75	23F-1029	345	245-19	280-13/25 or 280-15/28
	Pursang 250, 370cc	76	23F-1035	440	Use original springs	
	Pursang Mk 10 250, 370cc	77	23F-1052	375	245-19	280-15/28
	Pursang Mk 11 250, 370cc	78	23F-1032	360	245-19 or 245-22	280-18/28 or 280-20/32
	Lobito 75, 125, 175cc and Sherpa 250, 350cc	72/75	23F-1025	345	240-9.5 or 240-14	—
	Alpina 250, 350cc	72/78	23F-1025	345	240-9.5 or 240-14	—
	Frontera 250, 370cc	75/77	23F-1029	345	245-19	280-13/25 or 280-15/28
	Frontera 250, 370cc	78	23F-1057	380	245-19	280-13/25 or 280-15/28
			+ 2 bushings 70.52.11.389.0			
CAN-AM	MX-1 and MX-2 125, 175, 250cc	to 76	23F-1023	325	220-11	—
	MX-4 250, 370cc	78	23F-1034	390	245-19	280-15/28 or 280-18/28
			+ 2 bushings 70.52.11.341.0			
HONDA	Elsinore CR-125, CR-250, MT-125, MT-250, MR-175	73/75	23N-1026	362	Fitted w/spring	240-14
	Elsinore CR-125, CR-250	76/77	23K-1041	362	245-19	280-15/28
	XL-125, XL-250	76/77	23N-1026	362	Fitted w/spring	240-14
	XL-175	76/77	23F-1025	345	240-9.5 or 240-14	
HUSQVARNA	125,250,360 CR	75/76	23F-1029	345	245-19	280-13/25 or 280-15/28
	250, 390 CR	77/78	23F-1057	380	245-19	280-13/25 or 280-15/28
	125 CR and 390 AMX		23F-1057	380	245-19	280-13/25 or 280-15/28
	125, 250,360 GS	75/77	23F-1029	345	245-19	280-13/25 or 280-15/28
KAWASAKI	KE-100, KT-125, KD-125, KD-175, KE-175, KT-250	76/77	23F-1023	325	220-11	—
			+ 2 bushings 70.52.11.508.0			
	KX-250, KX-400	76	23F-1029	345	245-19	280-15/28
	KX-125, KX-250, KX-400	77	23F-1058	390	—	280-13/25 or 280-15/28
KTM/PENTON	125, 175, 250 GS and MC	72/74	23F-1024SP30	325	220-11	—
	125, 175, 250, 400 GS	75	23F-1025SP30	345	240-14 or 240-18	—
	125, 175, 250, 400 MC	75	23F-1029SP30	345	245-19	280-13/25 or 280-15/28
	125, 250, 400 MC	76/78	23F-1031SP1	345	245-22 or 245-25	280-20/32 or 280/22/37
	125, 175, 250 GS	77	23F-1029SP1	345	245-19	280-15/28 or 280-18/28
	125, 250, 400 GS		23F-1031SP1	345	245-22 or 245-25	280-20/32 or 280-22/37
MAICO	MX 250, 360, 400	70/73	23F-1024	325	220-11	—
			(Note '73 models require 2 bushings 70.52.11.341.0)			
	MC 250, 400	74/75	23F-1029SP1	345	245-19	280-13/25
	AW 250, 400, 450	76/77	23F-1031SP1	345	245-22	280-20/32
	AW 125	76/77	23F-1030	345	245-22	280-18/28
			+2 bushings 70.52.11.341.0			
	Magnum 250, 400, 450 and 250, 400 WR		23F-1033SP1	360	245-22 or 245-25	280-20/32 or 280-22/37
	WR 250, 400, 450	76/77	23F-1029SP1	345	245-19	280-15/28
MONTESA	Cota 125, 250, Cappra 250	to 74	23F-1024	325	220-11	—
	Cappra 250, 360 VA	75	23F-1027	325	245-19	280-18/28
	Cappra 250, 360 VA	76	23F-1030	345	245-19 or 245-22	280-20/32
	Cappra 125 VB	77/78	23F-1028	325	245-22	280-20/32
	Cappra 250, 360 VB	77	23F-1031	345	245-22 or 245-25	280-20/32 or 280-22/37
	Cappra 250, 360 VB	78	23F-1033	360	245-22 or 245-25	280-20/32 or 280-22/37
	Enduro 250 H6	78	23F-1024	325	220-11	—
OSSA	Super Pioneer, 250 Desert	75	23F-1025	345	240-9.5 or 240-14	—
	Phantom, 250 Phantom Enduro		+ 2 bushings 70.52.11.341.0			
	250 Desert Enduro and 250, 350 Super Pioneer	76/77	23F-1029SP1	345	245-19	280-13/25 or 280-15/28
	125 Phantom Enduro	76/77	23F-1025	345	240-9.5 or 240-14	—
			+ 2 bushings 70.52.11.341.0			
	250 MC Phantom	75	23F-1029SP1	345	245-19	280-13/25 or 280-15/28
	250 MC Phantom	76/77	23F-1031SP1	345	245-22 or 245-25	280-20/32 or 280-22/37
SACHS	GS-125, 175, 250, 350	77	23F-1029	345	245-19	280-13/25 or 280-15/28
SUZUKI	TM 250, 400	to 74	23F-1023	325	220-11	—
	TS 125, 185, 250, 400	to 77	23F-1025	345	240-14	—
	PE 250 Enduro	77	23F-1032	360	245-19 or 245-22	280-18/28 or 280-20/32
	RM 125, 250, 370	75	23F-1032	360	245-19 or 245-22	280-18/28 or 280-20/32
	RM 100	76	23F-1031	345	245-22 or 245-25	280-20/32 or 280-22/37
	RM-125	76/78	23F-1052	375	245-19	280-18/28
	RM 250, 370	76	23F-1034	390	245-19	280-15/28 or 280-18/28
	RM 250, 370	77	23F-1052	375	245-19	280-18/28
	RM 250, 400	78	23F-1034	390	245-19	280-15/28
YAMAHA	DT-125 Enduro	77	23F-1023	325	220-11	—
			+ 2 bushings 70.52.11.508.0			
	XT-500	76	23F-1029	345	245-19	280-13/25 or 280-15/28
	TT-500, XT-500	77/78	23K-1041	362	245-19	280-13/25 or 280-15/28

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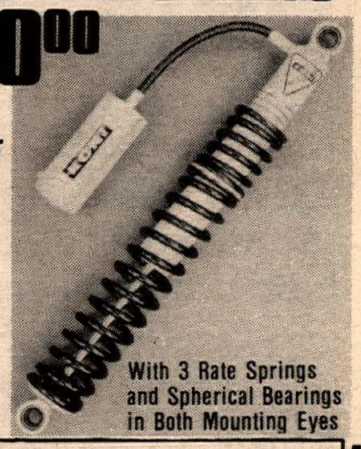
MAKE	Part Number	L Max.	L Min.	Stroke	L Hose	Bearing I.D. x Width	Spring
MAICO (Bikes with link ratio 2.0/2.3)	23X-1001 SP3 142	349mm (13.74")	227mm (8.94")	122mm (4.80")	150mm (5.90")	8 x 22	300-18/25/32
PENTON/KTM (Bikes with link ratio 2.0/2.3)	23X-1011 SP7 137	344mm (13.54")	227mm (8.94")	117mm (4.60")	270mm (10.63")	8 x 22	300-20/27/37
PUCH (Bikes with link ratio 1.75/2.0)	23X-1010 SP1 62	360mm (14.17")	234mm (9.21")	126mm (4.96")	150mm (5.90")	8 x 22	300-17/24/37



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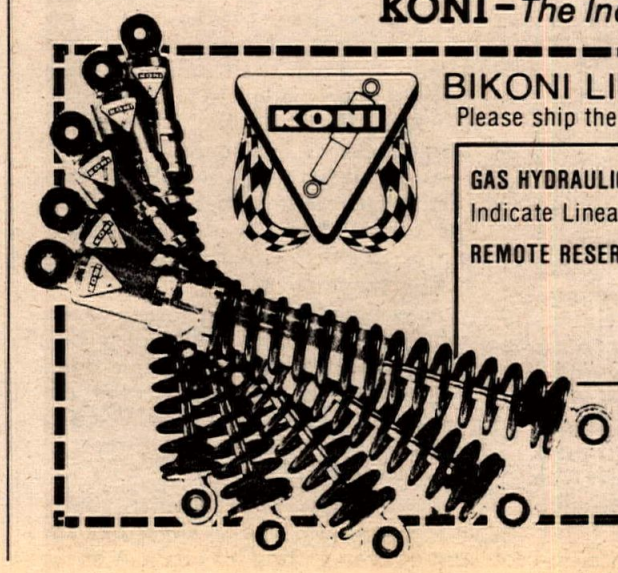

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Winner Bob Popiel, shown here doing a little scrambling, dropped 41.

Former winner Malcolm Smith endured the tight stuff to finish second.

Torturous Tecate 500 allows only 31 survivors

By Larry Langley

TECATE, B.C., MAR. 29-30

Team Husky's Bob Popiel admittedly "survived" the running of the 1980 Tecate 500 enduro hosted by the Los Ancianos M.C. in relatively good fashion. He won by an incredible margin

of *82* points over runner-up and former Tecate winner, Malcolm Smith. Popiel dropped just 43 points over the 400+ mile venture into the backbone of Baja's wilderness.

Riding a Husky 390 Automatic, it was Popiel's second 500-mile, two-day win in the last year, he also took overall at the famous Jack Pine National Enduro.

Malcolm was in contention for overall honors until just after lunch Sunday when he led his team members into the first check seven minutes early! What really hurt was that he didn't realize they were early as *minus* four was showing on the flip cards (Malcolm was riding on minute four). The next check was just a few miles down the trail and they also hit it early. Those two checks possibly cost Malcolm the overall.

Only 31 legal finishers out of 240 starters had many riders promising to never come back. The Tecate 500 has always been one of the favorite enduros and had grown to become a "classic" in the true sense of the word. What caused so much grief this year was a combination of tough trails, *fast* averages, sloppy conditions on part of the course due to the torrential rain prior to the event, and no time to rest. The opinion was unanimous that the club overdid it.

Each year the club members spend a lot of time in Baja scouting new sections. All the new sections finally added up to one long tough enduro. Another factor is that the Los Ancianos, while a highly enthusiastic hard-working group, lacks a core of experienced enduro riders to help guide their course planning. But over the years I have never seen them make the same mistake twice. They certainly and grimly realized their mistake when very few riders made it to lunch Sunday, much less the finish line. They are already discussing how to avoid the problems of this year's run in 1981 and return to the event its rightful honor as the best enduro on the west coast, maybe in North America. It certainly has the potential.

A seemingly unlimited variety of terrain and trails used but once a year into parts of Baja most people don't even dream exist. The average enthusiast wouldn't dream of getting stuck in the mud in Baja, but most of the riders did at least once.

Even Baja 1000 winner Larry Roeseler (Yam) had to sweat like the rest of us in getting his bike out of the muck. And the mud was pure *yuck*. The kind like jello, sorta quivered if you stopped and then *slowly* gave way until you were sucked in.

One poor soul not only got his bike stuck, but himself as well! He was starting to get scared as he couldn't get himself out and was there for three or four hours until someone finally heard his cries for help.

How sticky was the mud? Ask former desert star Art Knapp. He literally had the soles of his boots sucked off while pulling free! Try explaining that to your friends as they roll around helpless with laughter at the sight! Makes standing up on the pegs a bit painful, too.

Problems stuck most of the top enduro riders. Roeseler finally DNF with tranny problems. Teammate Rick Munyon picked up water in the gas early Saturday along with 20 or so other riders including Can-Am rider Ron Bishop. Harry Keast, D-37 #1 Senior rider, suffered a flat tire after the first gas on Saturday, fixed it and was doing OK 'til he hit another rider on the railroad tracks leading into the

finish and endoed off the tracks! Luckily Harry wasn't seriously injured, but he wasn't walking too well and decided enough was enough.

Another D-37 #1 rider, Jay Tullis, blew the engine in his 500cc Honda thumper just 25 miles out. Something about how four-strokes don't like to run without oil or such. The #1 bad luck syndrome struck down Grant Palenske (Mai) when his bike seized and wouldn't restart Saturday. He had company though, his brother Garner also broke almost in the same spot! Both were gathering wood for an all night fire when club member Fred Germain arrived and got them both out.

The #1 jinx continued into Sunday when Mike Adams (Mai) lost his axle nut and finally limped out to the main highway. What made Mike mad was the knowledge that he probably didn't tighten the nut down after adjusting the chain at lunch.

There was still one #1 rider left, but the 1980 Tecate double whammy got him just six meager miles before the finish when Jerry Count's XR-200 engine gave up the ghost. Jerry had hit the last check 52 minutes late. He knew the way into the finish was a cakewalk down the railroad tracks and didn't figure to hour out, but fate decided otherwise. One of the Dempsey brothers finally happened by and towed him in but he had houred out by then. Jerry reportedly still trophied as only one 200cc class bike finished, an incredible fifth overall by Paul Eddy (Yam) who dropped 245 points.

"Billy Goat" Dan McKinney took first 250cc honors, 10th overall on his Husky. In fact it was a Husky sweep, eight out of the top 10 were on the Swedish marque. First Senior was Ron Fry (Yam) dropping just 451 points. Ron's tough, believe me.

Other moments to remember: Mag 7's magnificent lunches served up by the best crew ever put forth on our planet for such purposes. Let me describe how they treat you when you pull in. Two members of Mag-7 meet you as you push your bike away from the gas truck, one takes your bike while the other takes your gear and hands you a clean, wet towel to clean up with. The lovely ladies take your order on how you want your sandwich, what do you want to drink, etc. Then they lead you over to the fire and find a chair for you to sit down, relax and rest those weary bones. Ahhhhh.....!

For many, it was down the road back to the finish for one reason or another. For the dwindling few remaining, it was time to hit the trail. Los Ancianos said to be sure and give Coors beer a plug for donating 37 cases of the cool stuff for the riders.

One of the biggest mistakes the club made was to toughen the course up Sunday afternoon after the riders were already exhausted. Even Malcolm complained about a 30 mile stretch of treacherous rocks that had to be negotiated in first gear, at a 30 mph average! This seciton alone was burned into the survivors' minds.

So while the 1980 Tecate 500 went down in the history books as one of the toughest ever, it was also a lesson to the club. I'm confident they have learned from it, too. Next year's enduro will be a worthwhile event. It's easy to condemn the Los Ancianos but we must remember the tremendous amount of time and money the members put into the event. The logistics are overwhelming. One small mistake or detail can ruin everything. ●

Results

1. Bob Popiel (Hus) 43; 2. Malcolm Smith (Hus) 125; 3. Chip Howell (Hus) 205; 4. A.C. Bakken (Hus) 212; 5. Paul Eddy (Yam) 245; 6. Wayne Martin (Hus) 307; 7. Glen Warren (Hus) 308; 8. Mike Haney (Yam) 325; 9. John Stillman (Hus) 334; 10. Dan McKinney (Hus) 395; 11. Steve Bartley (Hus) 435; 12. Bob Davidson (Yam) 436; 13. Ron Fry (Yam) 451; (Sunday only) Rick Finger (Hus) 139.

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April 27, 1980

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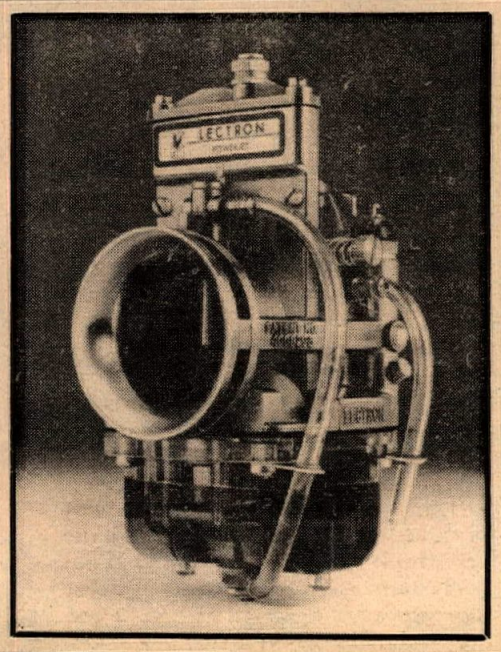

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(Above) Race one at Brands Hatch shows Wes Cooley with a slight lead over Ron Haslam (12), Keith Huewen (16), Kenny Roberts (2), Randy Mamola (3) and Barry Sheene (7). (Below) Freddie Spencer comes up on Sheene in race two at Mallory.

U.S. trounces G.B. in Transatlantic Trophy Match Races

By Chris Carter
Photos by John Owens

BRANDS HATCH, MALLORY PARK, OULTON PARK, ENGLAND, APR. 4-5-6

Freddie Spencer, the talented teenager from Shreveport, LA, took the British road racing scene by storm at Easter as the Americans handed out a 72 point thrashing to the host nation in the 10th annual running of the Marlboro Transatlantic Trophy Match Races.

With two wins at Brands Hatch, a second and a third at Mallory and runnerup spot to Kenny Roberts in the opening race at Oulton, Freddie looked like he might emerge as top scorer of the series as he led the second Oulton team clash.

But to prove "Fast Feddie" is human, after all, he slid off at Esso Bend on the fifth lap when holding a 100-yard lead.

The British squad had their share of problems and all told 14 riders at one time or another were actually in the nine-rider-strong British lineup.

But the simple fact of the matter is that the British had no one to consistently beat or even match Roberts, Spencer and Randy Mamola.

Between them, this trio scored 242 of their team's final tally of 442 points, but they were ably supported by the rest of the American crew who fared much, much better than the Britons in the reliability stakes.

Britain managed to win the sixth leg to halt a near certain American "whitewash," but with the overall win the Americans have now narrowed the series score six wins to four in Britain's favor.

Even before the racing had started, though, the British were in trouble. The method of seeding some riders, like Barry Sheene, Mick Grant, Ron Haslam, Dave Potter and Graeme Crosby directly into the nine man squad, and leaving the rest to race at the season opener at Mallory Park on March 3 for the remaining four places was not well received in some quarters.

But even when Graham Wood, John Newbold, Keith Huewen and Steve Manship had done the job the hard way the arguing was not over.

Several riders, particularly Newbold and Manship, were unhappy about the offers of start money. Manship was offered a miserable 500 pounds sterling for the three meetings, but it was not until the press conference in London on the Tuesday before the meeting that matter came to a head.

Manship withdrew from the team after being unable to persuade MCD supremo Chris Lowe to increase his offer. With the injury to Graham Wood at the weekend's Cadwell Park international race, that put the inexperienced Chris Guy and Alan Pacey into the British lineup.

There was more bad news in store for the British fans. When Mick Grant arrived from his Honda factory testing session in Japan he announced that he had broken a bone in his ankle when a mechanical fault on the NR500 had thrown him off the bike.

In comparison things looked quite good for the Americans. Only Dale Singleton had any real injury problems, and reports that he had received a bad concussion and had broken his arm in a crash at Magny Cours, France the previous weekend had been misleading.

The Georgia pig farmer had indeed unloaded in a big way when his Yamaha seized but Dale had escaped with only bruises and a dislocated thumb.

Brands Hatch

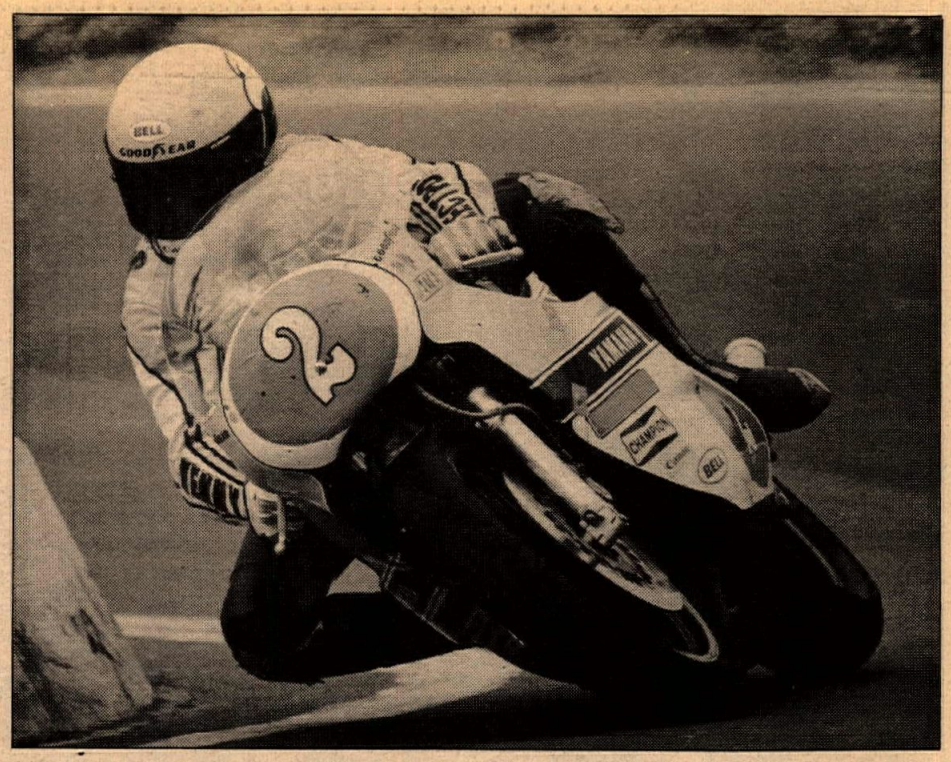
Sensation of the Brands Hatch races was Freddie Spencer. The 2.61 mile Brands long circuit is not easy to learn, but even in Thursday's practice, Fast Freddie looked good. In Good Friday's race he was sensational.

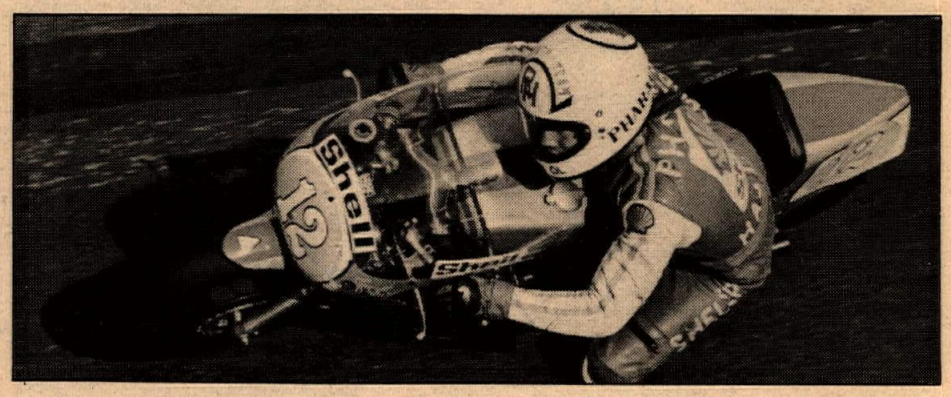
No one could live with him and the teenager made the rest of the field, which included such names as Kenny Roberts and Barry Sheene, looked decidedly substandard.

Another man very keen to make an impression was Graeme Crosby. There had been mixed feelings whether this likeable Kiwi should have even been considered for the series, but British fans were glad he was in the first 13-lap battle.

He finished second, 3.2 seconds behind Spencer, but well clear of an entertaining scrap between Roberts and Sheene.

Barry led for much of the race, but it looked as though Kenny was playing to the 65,000-strong gallery. Sure enough, two laps from the flag, he went ahead and stayed there. John Newbold was fifth over the line, pleased with the result in view of the fact that his 750cc Yamaha was without sixth



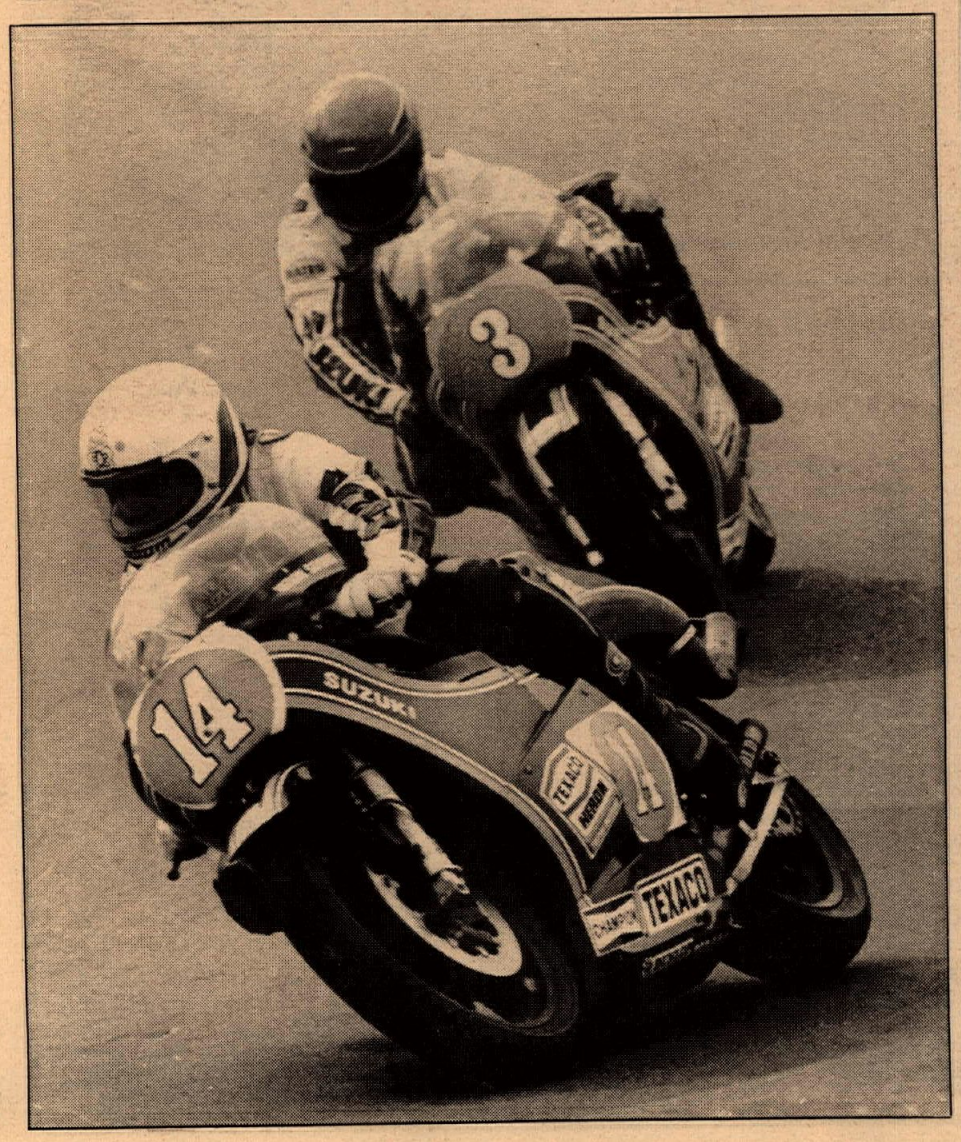


Roberts (top) posted top point total while Haslam (above) was second highest Briton. (Below) Spencer after Oulton Park races.

Overall points scored

U.S. Team	Brands Hatch 1	Brands Hatch 2	Mallory Park 1	Mallory Park 2	Oulton Park 1	Oulton Park 2	Final Total
Kenny Roberts	14	15	16	16	16	15	92
Dave Aldana	3	0	2	0	9	3	17
Skip Aksland	11	10	5	8	11	12	57
Randy Mamola	2	14	13	15	14	16	74
Dale Singleton	7	6	3	4	8	6	34
Wes Cooley	0	7	6	6	3	1	23
Richard Schlacter	9	5	10	10	0	0	34
Freddie Spencer	16	16	15	14	15	0	76
John Long	8	9	0	5	5	8	35
	70	82	70	78	81	61	442
British Team							
Barry Sheene	13	2	9	12	0	4	40
Graeme Crosby	15	3	12	0			30
Ron Haslam	4	13	14	13	0	14	58
Dave Potter	10	12	7	9	7	11	56
Mick Grant	6	0	1	1			8
Steve Parrish					6	7	13
Stan Woods					4	5	9
John Newbold	12	8	8	7	10	10	55
Chris Guy	5	1	4	0			10
Keith Huewen	0	11	11	11	13	13	59
Alan Pacey	1	4	0	3	0	2	10
Roger Marshall					12	9	21
	66	54	66	56	52	75	370

(Above) Bike problems hurt Dave Aldana's rides. (Below) Graeme Crosby leads Mamola in race one at Mallory.



gear and the clutch for most of the race. Hard on his heels was Skip Aksland while Dave Potter held on to a half-second lead over Richard Schlacter at the line.

Dave Aldana's four-stroke Yoshimura Suzuki went sick and he only managed 12 laps, but he at least got the bike to the finish. Yoshimura teammate Wes Cooley's mount broke at the worst possible moment and he just couldn't push it in to go for points.

Randy Mamola didn't go the distance. His 650cc Suzuki broke a crank and he managed only nine laps.

After the points had been tallied the Americans led 70 to 66, but the British supporters already sensed that it might be different in the second leg and it was!

Spencer won again, but this time Roberts and Mamola packed the next two places, leaving Britain's best man, Ron Haslam on the Yamaha, gasping for breath in fourth spot.

Dave Potter and Keith Huewen took fifth and sixth spots, but that did not stop the American midfield takeover. Aksland, John Long, Cooley and Schlachter made a sandwich of John Newbold, and with Schlacter 12th, the British were handed a crushing 28-point beating.

Aldana again had problems, but in comparison with the host nation the reliability record of the visitors looked impressive. Within four laps of the start Mick Grant, Chris Guy, Sheene and Crosby had been forced to stop with mechanical troubles.

Mallory Park

It was Roberts' turn to shine at Mallory. Freddie was far from impressed with the high speed Leicstershire track which was slippery due to dirt and debris on the surface.

But that did not stop him from grabbing second place in the first 22-lap team clash. Third was Britain's best man, once again Ron Haslam who kept nipping at Spencers heels, but never really looked like he'd get the better of the teenager.

Mamola was fourth after another exciting dice with his factory teammate, but Transatlantic Trophy foe, Graeme Crosby.

Again the Americans won, by only four points it is true, but it was enough to stretch their advantage to 36.

Sheene was a disappointment. On the front of the grid at the start, he came around almost last at the end of the opening lap and finally pulled through to eighth behind Schlachter.

Barry put the result down to problems with his big Yamaha's monoshock unit and loss of midrange power, but if his fans expected an improvement next time, it did not really happen. He was fifth.

Roberts once again set the pace, but he couldn't shake off Mamola. When the caution flags came out for Crosby's high-speed crash at Devil's Elbow, Mamola went ahead for a while, but later Kenny regained command and stayed there to the flag.

Third was Spencer, who had some heartstopping moments on the grid when the Erv Kanemoto Yamaha started to misfire. But Erv came to the rescue and after a sluggish start, Freddie piled on the coals to look at one stage as a possible winner. Just three seconds covered the leading trio at the flag.

Fourth was Haslam and fifth, more than 10 seconds down, came Sheene

chased by teammate Keith Huewen, Schlachter, Dave Potter and Aksland. Less than two seconds covered that little dice.

Crosby escaped from what looked an horrendous accident with "just" a broken leg, but if he had slid into the Armco head first instead of feet first it might have been a very different story.

Moments after his crash another Briton threw it away. Chris Guy fell at Gerards, and though at first it was feared he had broken his arm, he escaped with a sore wrist.

But thanks mainly to Roberts, Mamola and Spencer, the Americans had handed out another thrashing to the British who faced the final test at Oulton Park trailing by a colossal 57 points.

Crosby had not broken his leg as was at first feared, but a badly gashed left calf meant he was out of the British lineup for the third and final meeting. He was replaced by Roger Marshall while Mick Grant had to step down also when the cracked bone in his ankle finally parted. His spot went to Steve Parrish.

Chris Guy had not broken his arm either, but his bike was too badly damaged to repair in time and his team spot went to Stan Woods.

Oulton Park

All this might have pacified the 50,000 fans who lined the Oulton Park circuit, but the "illegal" use of replacements helped save Britain from an even bigger canning.

Spencer came close to beating Roberts in the first 11-lap team race and managed to pass the world champion on the last lap in a fast left hander. But Kenny's factory Yamaha had the legs on the Erv Kanemoto model and Freddie had to settle for runner up, just a machine's length behind King Kenny.

Mamola took third after Sheene's Yamaha had broken a crankshaft on the final lap. Barry's retirement lifted Keith Huewen into fourth place and the first Briton home.

Alongside him was Roger Marshall and both had nipped ahead of Aksland on the final dramatic lap.

But with the Americans again packing the middle, the result was another crushing defeat for Britain, 81-52.

Schlachter took a tumble midway through the race, but though he escaped relatively injury free, his bike was rather battered and he missed the final leg.

Spencer wanted to win this one, to share high point scorer honors with Roberts, assuming Kenny was second, but after setting a new absolute lap record for the Cheshire circuit in one minute 35.3 seconds, Freddie slid off and was forced to retire.

That left Roberts and Mamola to fight for the win and Randy, riding the 500cc Suzuki that he had been using since Mallory Park, left Kenny's 750cc Yamaha gasping for air.

Sheene again was out of the race with another broken crank, but Haslam was on hand to wave the Union Jack. He chased Roberts all the way and was only a fifth second short at the line. His efforts must have inspired the rest of the British who took fourth, sixth, seventh, eighth, 10th and 12th places thanks to Huewen, Potter, Newbold, Marshall, Parrish and Woods. That gave them their first win of the series 75-61 and America's lead was cut from 86 to a final margin of 72.

It was a sad weekend for the British who just do not have the strength of the present American squad and have no one close to the teenage talent developing in the United States right now.

A British win in this series in the foreseeable future looks very, very remote. ●

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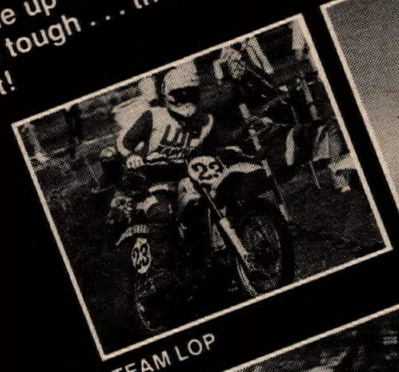
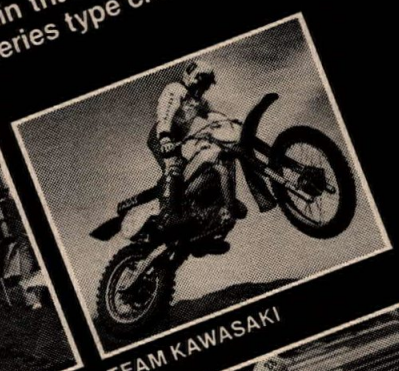

TEAM LOP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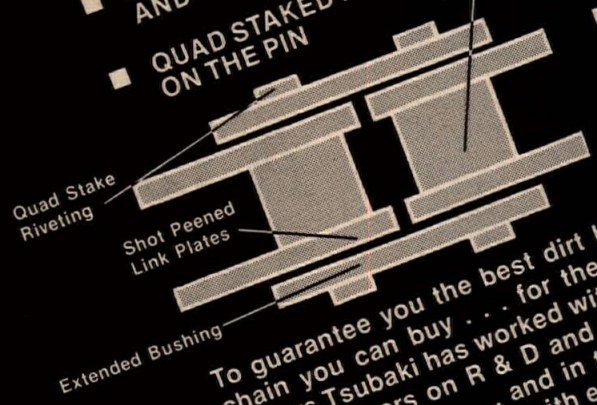

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